

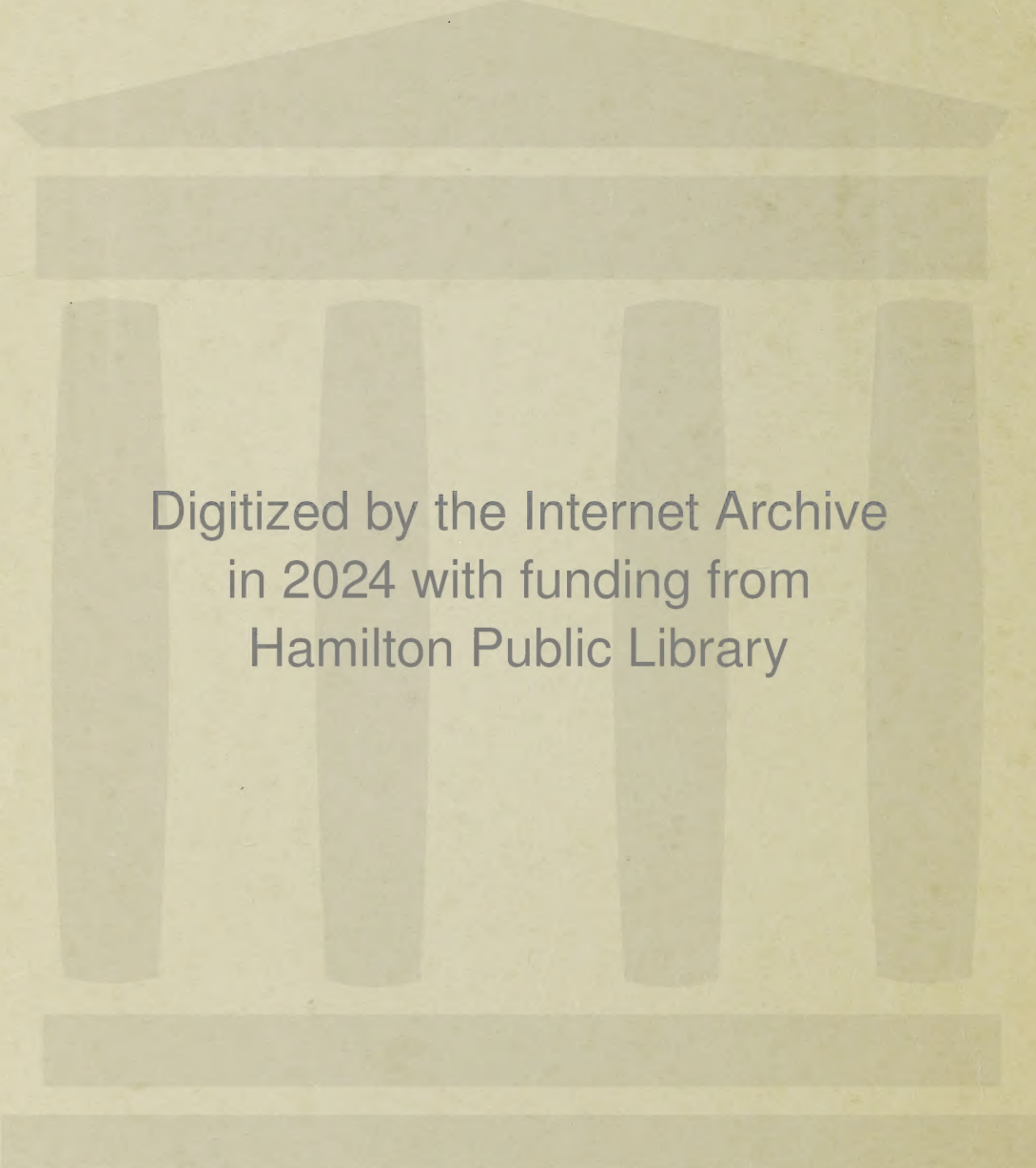
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CITY OF HAMILTON
CENTRAL AREA
SECONDARY PLAN
(DRAFT)

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CITY OF HAMILTON

DRAFT

CENTRAL AREA
SECONDARY PLAN

Amendment No. to the City of Hamilton
Official Plan

Prepared by the Planning & Development Department
of the Regional Municipality of Hamilton-Wentworth in
conjunction with the Central Area Plan Implementation Committee

W.P. Doc. 0534P

November 1987

INTRODUCTION

C O N T E N T S

	<u>Page</u>
INTRODUCTION	
The Purpose and the Nature of the Plan	1
Goals of the Plan	2
The Basis of the Plan and Assumptions	3
THE PLAN	7
<u>Land Use</u>	
4.1 Downtown Core	8
4.2 Mixed Use	11
4.3 Mixed Industrial/Commercial	13
4.4 Neighbourhood Residential	14
4.5 Parks	16
4.6 Waterfront	17
4.7 General Uses	19
4.8 Movement	22
4.9 Urban Design	26
4.10 Compatibility of Uses	31
4.11 Implementation	33
LAND USE MAP - SCHEDULE A	32
APPENDICES	35
Glossary	36
Maps	40

THE PURPOSE AND NATURE OF THE CENTRAL AREA PLAN

Location

The Central Area is that portion of the City bounded by the Bay, Queen Street, the top of the Escarpment, and Victoria Avenue. It includes Durand, Corktown, Central, Beasley, North End East and West Neighbourhoods and portions of Landsdale and Stinson west of Victoria Ave. (Map 3)

Purpose of the Plan

The purpose of this Plan is to provide a land use guide for the Central Area of the City of Hamilton from the present into the next century.

The Central Area Plan has been prepared in response to the need for a strong statement on the appropriate future direction for the Central Area of Hamilton. The Plan provides objectives and policies which reflect the Central Area's role as the centre of the Region.

The Plan stresses the importance of a healthy, vibrant, well-designed, human-scale environment to the economic well-being of the Central Area. Policies are aimed at building on the Central Area's existing attributes, creating an environment conducive to investment, regeneration and growth, and maximizing the benefits of co-ordinated long-range planning and implementation in the Central Area.

This Plan is a revision of the original Central Area Plan approved by City Council in January 1981. It is based on recommendations by the Central Area Plan Implementation Committee (CAPIC), an advisory group of business, labour, residential and other community representatives reporting to the City of Hamilton Planning and Development Committee.

The original Central Area Plan has been re-examined and re-affirmed given the time which has elapsed since it was prepared and the experience in implementing it. The original goals and policies of the Central Area Plan are re-emphasized and in some cases replaced.

The document suggests the best ways to capitalize on the assets of the most important area of the City. Policies are established to protect and enhance public and private investment in the Central Area. The Plan attempts to balance commerce, livability and social improvements.

The Plan provides the terms of reference for public works and private initiatives in the Central Area and functions as a standard against which the City can evaluate the appropriateness of such initiatives in relation to the long-term growth and management strategies.

It also links the broad policies of the Regional Municipality of Hamilton-Wentworth Official Plan, and the specific, detailed policies of the Neighbourhood Plans and other studies as they relate to the Central Area.

Nature of the Plan

In essence, the NATURE of the Central Area Plan is as follows:

- o The Plan continues the philosophy outlined in the original Central Area Plan (1981) for the development of the Central Area;
- o The Plan is organized under the main headings of Land Use, General Uses, Movement, Urban Design, Compatibility of Uses and Implementation. Goals and policies are listed under each heading;
- o Policies in the Plan will be used to guide Council in making decisions which affect the Central Area;
- o Adoption of the Plan will set the stage for further investigation of ways to achieve the desired goals;
- o Implementation of the policies contained in the Plan will be co-ordinated and consistent with other Central Area initiatives. Co-ordination of priorities for implementation is vital. Studies and actions necessary to implement the Plan will be outlined and co-ordinated by C.A.P.I.C.;
- o Public participation will be provided for through the implementation and review of this Plan; and,
- o The Central Area Plan will be approved by City Council and the Region of Hamilton-Wentworth in the form of an Official Plan Amendment. Any Amendment to the Central Area Plan will be by Council resolution and through amendment to the relevant portions of the Official Plan.

GOALS OF THE PLAN

The goals of the Central Area Plan are to:

- o Provide an attractive lively, human scale environment with appropriate physical social and human infrastructure;
- o Give greater priority to the Central Area in terms of planning, development, implementation, monitoring and promotion;
- o Maintain and increase the resident population, commercial services, social and government services, as well as the quality of life in general;
- o Direct new multi-purpose developments into the downtown core with special emphasis on residential components;
- o Minimize the impact of through-traffic on the downtown core and residential neighbourhoods;
- o Encourage mixed-use development;
- o Encourage effective urban design, architectural considerations, and energy conservation in land use and building location, content, and style through strong urban design guidelines;

- o Emphasize desirable special objectives in land use, building and amenities;
- o Encourage suitable waterfront development with appropriate links to the downtown;
- o Enhance the Central Area's role in the Hamilton-Wentworth Region and the surrounding Market Area particularly regarding commercial development; and,
- o Direct attention to the primary objectives of growth, job creation and a healthy economy.
- o Enhance the physical and social environment, which is fundamental to good urban planning.

BASIS OF THE PLAN AND ASSUMPTIONS

The original Central Area (1981) Plan adopted what it described as a "new philosophy" for the City of Hamilton's Central Area. It stated:

"An attractive, lively, human-scale environment with the physical, social, and human infrastructure in place will both improve the downtown quality of life, draw people to the area, and thus, encourage the private sector to expand the residential, commercial, and industrial sectors. At the same time, the Plan attempts to make the downtown more efficient by recommending the appropriate balance among the various elements comprising the development pattern. It is this approach, concentrating on desired development, the environment, the services, and their inter-relationships, which makes this Plan so important for the future of the Central Area of Hamilton."

The Regional Centre

The Regional Official Plan states specific objectives for Central Hamilton as follows:

- 2.2.1 "It shall be the policy of Regional Council:
 - 2.2.1.1 To designate central Hamilton as the Regional Centre.
 - 2.2.1.2 To require that the City of Hamilton, in its Official Plan, recognize the Regional Centre as a multi-use area including the following activities:
 - (a) Retail
 - (b) Offices
 - (c) Compatible manufacturing
 - (d) Residential
 - (e) Social, community and health services

- 2.2.1.3 To require that the City of Hamilton, in its Official Plan, permit and encourage sufficient office and retail space in downtown Hamilton. Downtown Hamilton shall be developed in a fashion consistent with the characteristics of a Regional Centre and shall include:
- (a) Provision of a wide range of retail outlets including major and junior department stores, specialty, food and general merchandise stores.
 - (b) Provision of a wide range of office functions including head and branch offices of companies and offices of Provincial, Federal and Regional Governments.
- 2.2.1.4 To require that the City of Hamilton, in its Official Plan, establish a program to enhance the environment in the Regional Centre through urban design policies, retention of buildings of significant architectural or historic merit and the improvement of pedestrian and vehicular access and flows.
- 2.2.1.5 To support the City of Hamilton in its program of enhancement of the Regional Centre through the provision of appropriate Regional facilities and services.
- 2.2.1.6 To promote the location of a multi-mode (trains, buses) transportation terminal in the Regional Centre if feasible."

Facilities and services have developed in the Central Area of a sufficiently high order of quality that it attracts people from beyond the City and Regional boundaries. As a government centre, the Central Area contains a number of Federal and Provincial district offices and agencies that serve other areas within Hamilton-Wentworth, Niagara, Halldimand-Norfolk, Halton and Waterloo Regions, as well as Brant and Oxford counties. In addition, many non-profit agencies located in the Central Area provide services for those living outside the City.

As a cultural centre, the Central Area attracts people to such places as the Art Gallery, Hamilton Place and Copps Coliseum from throughout the Golden Horseshoe and beyond.

Further, shopping facilities in the downtown, including Jackson Square, Hess Village and the Farmer's Market provide a major attraction to the City.

People visiting the Central Area for a variety of reasons provide economic benefits to the entire Region. Therefore, policies in this Plan aim to maintain and strengthen the economic and social viability of the Central Area. This will also assist in implementing the Regional Economic Strategy which identifies the need for attracting people into the Central Area.

Central Area Trends

The nucleus of new development in the Central Area has been provided through the Civic Square Redevelopment Project encompassing both commercial and institutional uses. Hamilton Place, the Library, the Farmers Market, the Art Gallery, Copps Coliseum, and the Convention Centre provide cultural,

educational, entertainment, sports, and tourist magnets, offering valued services and attractions and which will enhance Hamilton's image. Their concentration in the core area emphasizes that the downtown is the heart of the City and Region.

In recognition of the necessity for a vibrant, growing, downtown core, the Downtown Action Plan was prepared in 1982. The Downtown Action Plan implements the philosophy first enunciated in the Central Area Plan (1981) that investment and people will be attracted to the Central Area by the creation of a more visually appealing, attractive, and comfortable environment.

The Downtown Action Plan addresses streetscaping, marketing, and traffic needs. It has resulted in the redesign of Gore Park as a people place, the creation of a bus mall on the south leg of King Street at Gore Park, and ongoing streetscaping improvements to King Street and surrounding area. In total, over \$10 million in public money will be spent as a result of the Downtown Action Plan.

Recently, new interest in residential development is occurring. The original Central Area Plan promoted the addition of residential uses to the core area to stimulate the commercial, institutional and other uses and to increase activity and interaction in the downtown area in non-working hours.

Since much of this residential development has been higher cost condominiums, there is a need for additional affordable housing both owner occupied and rental in the Central Area. This may best be provided by Non-Profit and Co-operative Housing groups. It is the aim of the Central Area Plan to provide for a mix of housing types and tenures for a variety of household incomes in the Central Area. Mixed income family housing in the Central Area is essential in providing for a vibrant and active downtown.

In addition, the idea first enunciated in the Central Area Plan for a recreation centre on King East in the vicinity of Ferguson and Wellington as an alternative and eastern anchor to Jackson Square is still alive. This shows the renewed interest in the King East area for non-commercial activities such as housing and recreation.

THE PLAN AND THE FUTURE

This Plan recommends a creative approach to planning the downtown core and surrounding area, in an effort to encourage development that incorporates mixed land use, the human scale, good urban design principles and a positive contribution to the urban fabric.

This Plan reinforces the approach stated in the original Plan:

"Private investment cannot be attracted to an area simply by designating lands for the desired use in land use plans. This has been the approach taken by the City, perhaps as a result of the high growth forecasts of the 1950's and 60's, before the energy crisis and passing of the baby boom. For example, it is estimated that existing zoning in the downtown alone would permit the development of over 35 million square feet of commercial floorspace. The existing commercial floorspace is some 2.3 million square feet or 7% of that permitted.

Development policies are of no value if development is not forthcoming. Stronger incentives are required than merely designating and zoning lands for the desired use.

This Plan takes a different approach based on the understanding that indirect inducements and incentives to private investors and consumers (and the resulting decisions, investments and consumption patterns) are often more powerful than providing direct government services."

New development should capitalize on this supply of many underutilized sites, as well as the rich stock of existing buildings, the potential for a stronger service centre, and the creative instincts of the people. The Central Area is the strategic and vital element in the City, which can offer and help create a fresh image and opportunities for investment. As such, the Central Area should continue to receive high priority from all levels of Government.

POLICIES

4.1 DOWNTOWN CORE

In accordance with the Regional Official Plan, Central Hamilton's Downtown Core can be defined as Greater Hamilton's Regional Centre. As a primary economic area, intensive commercial activities are encouraged. As a centre of government and social services, lands in the Downtown Core will permit and encourage institutional activities. In addition, high density residential uses will be encouraged, including mixed use commercial/residential developments.

It is the intent of this Plan to provide for an attractive, vibrant, well-designed and human scale environment which will make the Central Area a desirable place to live and work, and as a result attract further growth. In order to achieve this, the Plan promotes the Downtown Core as the Regional Centre for a mix of uses fostering a high level of employment opportunities, economic activity and government and social services, as well as a desirable place to live and work.

Therefore, a wide range of retail outlets is encouraged, including full-line and junior department stores, specialty, food and general merchandise stores. In addition, the Plan promotes the location of head offices and large branch offices of finance, insurance and real estate serving both Region-wide and specialized interests in the Downtown Core. The Plan also promotes the location of district offices of Federal, Provincial and special interest agencies serving residents throughout the Region and beyond.

Permitted Uses 4.1.1 To maintain and enhance the Downtown Core, as shown on Schedule A, as a Regional Centre, a mix of uses will be encouraged. These uses are as follows:

- i) High-intensity, high-density commercial uses of the nature of office buildings, as well as, concentrations of stores and offices in smaller individual buildings at street level;
- ii) Residential development for all levels of income, including mixed use commercial/residential buildings; and
- iii) Institutional uses, particularly Government, Social Service and Non-Profit offices servicing local and surrounding residents.

High Density Commercial Uses 4.1.2 To strengthen the Downtown Core as the primary commercial centre of the Region, the Downtown Core will be promoted as the most appropriate location for new office buildings, retail establishments and other concentrated commercial uses which will create employment opportunities, particularly for those who live in the area, and draw people to the area.

Commercial
Uses

4.1.3 Council will encourage the following Commercial uses to locate in the Downtown Core:

- i) department stores and other large retail outlets;
- ii) head and branch offices of finance, insurance, real estate and other service firms.

Commercial
Areas

4.1.4. To enhance existing commercial areas in the Downtown Core and provide alternative focal points to Jackson Square existing commercial development along James Street North and James Street South, in Hess Village, and the area east of James Street will be reinforced and intensified, recognizing their special attributes and characteristics.

4.1.5. The consolidation of existing commercial development in the Downtown Core will be encouraged through infilling, intensification and rehabilitation.

Mixed Uses

4.1.6. Mixed office/retail and residential buildings will be encouraged, where feasible.

Residential
Uses

4.1.7 Residential development will be actively encouraged through actions taken by Council such as special studies, incentives, and land acquisition.

4.1.8 Conversion of non-residential uses to residential will be encouraged, particularly underutilized commercial space and upper floors of retail space.

Government

4.1.9 City Council will encourage Federal and Provincial Governments and Public Agencies to locate district offices in the Downtown Core in order to strengthen and enhance the role of the Downtown Core as a Government Centre.

Non-Profit
Organizations

4.1.10 Council will encourage the location and expansion of Non-Profit organizations in the Downtown Core to service and attract local and surrounding area residents.

Open Space

4.1.11 Open leisure space will be provided in the Downtown Core to contribute to the general amenity.

Eastern Anchor 4.1.12 Council will encourage the establishment of an eastern anchor on King Street East to link activities at the centre of the Downtown Core with Wellington Street. An eastern anchor may consist of, but shall not be limited to, a major retail complex, office development, mixed use building and/or leisure centre.

4.2 MIXED USE

Areas designated for Mixed Use are intended to function as a mixed use area where new development and expansions of all types of activities will be permitted, provided it can be determined that it will not have an adverse impact on adjacent land uses. Uses permitted in the Mixed Use area include Light Industrial, Commercial, Residential, Institutional, Recreational and ancillary uses.

In the Mixed Use area, careful attention will be paid to the location of any new residential uses in relation to existing uses so that the residential component is attractive, healthy and livable.

Goals for the industrial, commercial, residential, institutional and recreational uses permitted within the Mixed Use areas are as follows:

- o To permit existing uses to remain, where appropriate;
- o To encourage a mix of new uses;
- o To achieve rationalization of different land uses so that pockets of new development will not adversely affect existing uses;
- o To consider each application for new development or expansion on its individual merits with a view to the long-term goals of the Central Area Plan for growth and revitalization in the Central Area and an attractive, healthy environment for residents, business and industry.

Permitted
Uses

4.2.1 Policies

Within the areas designated Mixed Use on Schedule A, uses permitted will be any of commercial, industrial, residential or institutional/ recreational, provided they will not have a negative impact on adjacent land uses.

Compatibility
of Uses

4.2.2 The expansion of existing commercial, industrial, multiple residential, institutional and recreational uses and establishment of new uses will be encouraged in accordance with policies relating to the compatibility in Section 4.10 (Compatibility of Uses) of this Plan.

Industry

4.2.3 Appropriate light industrial uses will be permitted in Mixed Use Areas, such as, but not limited to, food processing, warehouses, manufacturing or assembly plants, laboratories, research facilities, professional and business service establishments and communications facilities or related uses.

Incentives

4.2.4 Inducements to encourage appropriate industries to locate in the Central Area will be explored with the Region through study by the Economic Development Department. Such a study should consider similar actions by other cities, special legislation, promotion techniques, possible acquisition of property and re-use of existing buildings.

4.3 MIXED INDUSTRIAL/COMMERCIAL

In Mixed Industrial/Commercial areas, a variety of uses, except residential is permitted. Industries unsuitable for the Mixed Use areas may be more suitably accommodated in the Mixed Industrial/Commercial designation.

It is intended that existing development in Mixed Industrial/Commercial Areas remain where viable. In addition, new development should be compatible with surrounding uses and be considered with a view to the long-term goals of the Central Area Plan.

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| Permitted
Uses | 4.3.1 | Within the areas designated Mixed Industrial/Commercial on Schedule A, uses permitted will be any of commercial, industrial, institutional and recreational, provided they will not have a negative impact on adjacent land uses. |
| Additional
Policies | 4.3.2 | Notwithstanding Section 4.2.1, the policies of Section 4.2.3 (Mixed Use) of the Plan shall apply to Mixed Industrial/Commercial areas. |
| Waterfront
Lands | 4.3.3 | Lands within this designation and identified as Shipping and Navigation on Schedule A, should be primarily used for these purposes. However, when Shipping and Navigational use is no longer viable for these lands, they should be developed for Mixed Industrial/Commercial use. |

4.4 NEIGHBOURHOOD RESIDENTIAL

The areas designated for Neighbourhood Residential are lands where the predominant use is and will continue to be housing. These existing residential neighbourhoods should be preserved and strengthened and only uses compatible with housing will be encouraged to remain or locate within these areas. Commercial, institutional and recreational uses of a scale and type which is appropriate to the needs of the Neighbourhood are encouraged. Conversions of residential buildings to limited Commercial uses will be permitted in order to preserve the residential character of an area.

A strong residential component close to the downtown is essential to:

- o maintain and enhance the downtown's economic and service functions;
- o reduce dependency on commuting and transportation facilities; and,
- o provide a market for the downtown's concentration of government, retail, institutional and service facilities.

Permitted Uses

4.4.1 The areas designated Neighbourhood Residential on Schedule A will be preserved as prime residential locations where residential development will be enhanced and protected through:

- i) provision of human and community services;
- ii) zoning protection;
- iii) mitigation of traffic impacts;
- iv) separation and buffering of incompatible use; and,
- v) other appropriate measures.

4.4.2 Local Commercial uses will be permitted at a scale and type compatible with the residential uses.

Commercial

4.4.3 Limited conversions of residential structures to commercial use will be permitted, to allow for the preservation of residential attributes and the streetscape of an area. Commercial uses should be limited to professional offices such as doctors, accountants and lawyers in the existing buildings only. Commercial conversions should be evaluated on the following general basis:

- i) the residential character of the surrounding area should be maintained;
- ii) the conversion should have minimal impact on the surrounding area particularly in terms of traffic and parking;
- iii) the proposal should be located nearby other commercial, mixed use or high activity areas (e.g. arterial roads); and,
- iv) the building should maintain a residential component.

Variety of Housing	4.4.4	Within areas designated Neighbourhood Residential, a variety of housing types and tenures for all levels of income will be encouraged. Special emphasis will be given to suitable accommodation for families, the disabled, seniors and others in need.
Social Housing	4.4.5	Social housing which is well-designed, contains appropriate amenities for its tenants, takes advantage of services and facilities existing in the area and is integrated into the community will be encouraged.
Traffic	4.4.6	In keeping with existing policy, through-traffic will not be routed through existing residential areas.
Rehabilitation	4.4.7	The rehabilitation of older or deteriorating housing will be encouraged whenever possible and desirable.
Preservation	4.4.8	Demolition control legislation will be used as a means to preserve viable dwelling units.
Infilling	4.4.9	Redevelopment in the form of rehabilitation and infilling of a scale and design which is compatible with existing development will be encouraged.
Low-rise, Medium-Density Development	4.4.10	Innovative low-rise, medium-density developments which are energy-efficient, respect existing views and vistas of the Bay and the Escarpment and are of a high architectural standard will be promoted and encouraged.
Park/ Residential Development	4.4.11	Special areas will be set aside for integrated park and residential development designed to preserve and revive existing older neighbourhoods.
Community Facilities	4.4.12	The existing infrastructure of community facilities and services, such as schools, hospitals, day-care facilities, drop-in centres, neighbourhood stores, parks, etc., will be maintained, improved and augmented.

4.5 PARKS

The areas designated Parks are lands to be used for Recreation and ancillary uses. Parks and open space are a vital part of the Central Area's attraction as a people place. Areas designated Parks serve to support and balance the other uses in the area, particularly residential.

At present, it is recognized that there is a great shortage of park space in the Central Area. Therefore, innovative methods of increasing the amount of park space in the Central Area should be considered, such as woonerfs which allow for the conversion of streets into park-like space.

The lands of the Escarpment and the Waterfront, two of Hamilton's best natural assets, should be properly utilized for park and recreational purposes to improve the quality of life and the City's image. The unique features of the Waterfront are dealt with in Section 4.6 (Waterfront Recreation).

Neighbourhood parks are intended to serve neighbourhood residents and should be of high quality and designed to meet the needs of the neighbourhood.

Use	4.5.1	The areas designated Parks on Schedule A are to be used for parks and open space of local and area-wide appeal.
Park Development	4.5.2	Parks and open space in the Central Area should be planned, acquired and developed to a high standard, as well as expanded and integrated with other land uses and activities. The areas designated Parks will receive high priority for development, improvement and expansion.
Park Categories	4.5.3	Parks in the Central Area will be designated by use and function as Community, Neighbourhood, City-wide and Metropolitan Parks.
Preservation of Open Space	4.5.4	Parkland will be designated to reflect the need for parks and open space in the Central Area. Consideration should be given to ensure the preservation of existing open space.
Neighbourhood Plans	4.5.5	Parks and open space will be designated and defined in the review and preparation of Neighbourhood Plans. Innovative concepts such as woonerfs (play streets) should be considered.

4.6 WATERFRONT RECREATION

The Plan designates certain areas in the North End bordering the Hamilton Harbour to be used for primarily park and open space, limited commercial and other viable uses.

This area will balance the commercial development of the Downtown Core with recreation-oriented development. Uses, including selected commercial, should be developed to enhance the recreation function of the area and should be carefully integrated to allow for a high quality of development. The waterfront area should be planned, designed and developed to a high standard and acknowledged as a priority project within the City.

This area is of prime importance to the fulfillment of the objectives of the Central Area Plan. It will serve as an attraction for local residents and tourists. As such, areas designated Waterfront Recreation will be enhanced as an attractive places to view from land and water, as well as a pleasant place for canoeing, sailing and recreational pursuits. This is further provided for in Section 4.7 of the Plan.

Although a portion of this area is currently used for Shipping and Navigation purposes, it is the intent of this Plan that the lands be used for Waterfront Recreation when they are no longer required for Shipping and Navigation.

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| Permitted
Uses | 4.6.1 | The areas designated Waterfront Recreation on Schedule A will be used primarily for park and open space purposes. Limited commercial and ancillary uses which are compatible will also be permitted so that the area evolves as an attraction and showpiece for the City and Region. |
| Waterfront
Development | 4.6.2 | As a prime recreational area in the City, park and recreational development of the waterfront will be given high priority. |
| Design | 4.6.3 | Design and facilities in the waterfront area will take maximum advantage of the setting available and the benefits accruing to residents of the Central Area and City. Heights of buildings and facilities will respect views from the shoreline and adjacent areas. |
| Future
Uses | 4.6.4 | Future land uses and activities in the waterfront area will be determined through consideration of the appropriate planning documents, such as the Waterfront Master Plan and approved Neighbourhood Plans. |
| Access to
Waterfront | 4.6.5 | The waterfront area should be accessible from all areas of the City, particularly through strong, readily identifiable pedestrian and vehicular links to the Downtown Core. |

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| Links | <p>4.6.6 Pedestrian links between the waterfront area and the downtown will be planned, designed and developed as a priority to maximize the mutual advantages of each area to the other.</p> <p>4.6.7 The waterfront area will be linked to areas to the west by means of pedestrian and bicycle paths.</p> |
| Waterfront Access | <p>4.6.8 The provision of efficient, safe, easily identified access to the waterfront area and the actual shoreline from east, west and south will be a priority.</p> <p>4.6.9 Waterfront access will be designed to minimize adverse impacts on the existing residential area.</p> |
| Visual Access | <p>4.6.10 The waterfront will be visually accessible from as much of the surrounding area as possible.</p> |
| Shipping and Navigation | <p>4.6.11 Waterfront Recreation uses designated for Shipping and Navigation on Schedule A should be primarily used for these purposes. However, when Shipping and Navigational use is no longer viable for these lands, they should be developed for Waterfront Recreation use.</p> |

4.7 GENERAL USES

This Section outlines a number of general uses which are permitted throughout the Central Area.

It is the intent that the Central Area should provide a concentration of cultural, entertainment and recreational activities which improve the quality of life for local residents, as well as attract residents from outside the City.

4.7.1 Institutional Uses

Existing institutional uses will be enhanced and maintained in the Central Area. In addition, new institutional uses will be encouraged to locate in the Central Area, in appropriate locations.

A strong base of institutional uses in the Central Area will help provide an attractive social environment, making the Central Area a more desirable place to live and visit.

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| Institutional
Uses | 4.7.1.1 | The existing inventory of institutional uses will be maintained, promoted, linked and expanded when feasible, in order to stimulate development of other land uses and attract people to the area, particularly in non-working hours. |
| Locational
Criteria | 4.7.1.2 | New institutional uses will be encouraged to locate on sites adjacent to other institutional or commercial uses to permit the sharing of parking and other facilities. The location of the institutional uses will take into consideration provisions for off-street parking, compatibility and access for the disabled, as required in Policy A.2.6.2 of the Hamilton Official Plan. |
| Schools | 4.7.1.3 | The use of school sites and other appropriate institutional facilities after hours as social, recreational and community centres will be encouraged. |
| | 4.7.1.4 | Compatible uses will be encouraged within existing schools, if this will enable the school to remain open. |
| | 4.7.1.5 | Where schools have been closed, a mechanism will be established between the School Boards, the City and other appropriate bodies to determine the best future use for the sites within the regulations of the Ministry of Education pertaining to closed schools. |

- 4.7.1.6 In order to recognize the cultural value of schools to the community, in the event of closure, alternative uses will be encouraged to allow for preservation of the existing building.

4.7.2 Community Services

Community and social services and facilities should be maintained and enhanced in the Central Area. Special consideration should be given to provide services for senior citizens, families and persons with special needs.

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| Social Services | 4.7.2.1 | Social service agencies, health and government services and recreational facilities will be encouraged to locate and expand in the Central Area, in appropriate locations. This will provide service to residents in the area and support a high level of employment. |
| Services for Seniors | 4.7.2.2 | In areas with large numbers of senior citizens, provision will be made for facilities, programs and policies to make the area more convenient and accessible, where feasible. |
| | 4.7.2.3 | The location of a senior citizen centre in the Central Area is encouraged. |

4.7.3 Recreational Uses

Recreational facilities and services should be increased in the Central Area. In particular, the attraction of the Bay and Escarpment as recreational resources should be enhanced (see policies regarding Park and Waterfront Recreation Uses). Due to the lack of space available for recreational use, innovative means of increasing space available for recreational use such as woonerfs should be considered.

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| Recreation Facilities | 4.7.3.1 | More recreation facilities and services should be provided in the Central Area. |
| Redevelopment | 4.7.3.2 | Where suitable, redevelopment and rehabilitation projects will incorporate recreational and leisure facilities within their structures or property. |
| Leisure Centre | 4.7.3.3 | Council will encourage the development of a multi-activity indoor recreation/leisure centre within the Central Area. The centre may include a leisure wave pool, multi-purpose gymnasium, indoor golf, bowling, etc. |

4.7.4 Cultural Activities

Cultural programs and policies should be encouraged to provide a strong cultural and artistic element within the community. In addition, cultural activities should provide attractions for residents within the Central Area and beyond.

Cultural Activities	4.7.4.1	Council will encourage the establishment and enhancement of cultural activities in the Central Area.
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Public Art	4.7.4.2	Council will encourage the provision of art in public places to enrich the environment in appropriate locations in the Central Area.
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4.7.5 Tourism/Economic Development

Tourism is becoming a major employment base in the City. The shopping, distribution and entertainment services of the Central Area is a major attraction of people into the Region. Tourist and convention facilities and services should be increased and enhanced in the Central Area for the benefit of existing businesses, and to create additional employment.

Tourism	4.7.5.1	Council promote the expansion of tourism facilities and attractions in the Central Area as a means of increasing employment.
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Promotion	4.7.5.2	Tourism will be promoted in the context of developing the Region as tourist/convention destination.
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Location	4.7.5.3	Tourist facilities and services, which would attract people to the City and the downtown area will be located in the Central Area to make use of the existing Central Area attributes and infrastructure, e.g., the Bay, Escarpment, views, Civic Square, etc.
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Shopping Hours	4.7.5.4	Council will encourage the establishment of convenient shopping hours to encourage shopping activity and attract people into the Central Area.
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Quality of Life	4.7.5.5	Council will examine opportunities for improving the quality of life of residents in the Central Area as a means of attracting new residents.
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4.8 MOVEMENT

An efficient comprehensive transportation and transit system is an essential to the Central Area. The system serves to integrate traffic with a desirable living and working environment.

This transportation system embraces car, bus, bicycle, rail, truck, pedestrian movement, as well as roads parking, loading and distribution points. This system should move people and goods into, out of, and within the Central Area with minimum disruption to the existing environment. In addition, the system is essential to the Central Area's role as the primary Regional employment centre and the enhancement of its business and commercial functions.

Key improvements include:

- o reduction of "through" truck and commuter traffic within the core, and the interior of residential areas;
- o creation of a circumferential road system with special priority for Perimeter Road;
- o provision of a pedestrian circulation system in appropriate locations to line and enhance residential development, commercial, shopping, recreational facilities;
- o continued development of an efficient, co-ordinated public transit system; and,
- o addressing environmental concerns associated the high volume of traffic in the Central Area.

An effective transportation system must achieve a proper mix of all forms of transit. As such, traffic volumes should be established as to minimize adverse impacts on the overall environment of the Central Area and achieve an appropriate mixture of pedestrians and vehicles.

Policies regarding movement apply throughout the Central Area.

- | | | |
|------------------|-------|---|
| Efficient System | 4.8.1 | The operation and adjustments to the traffic system should be compatible with the safety and convenience of pedestrians, desired land uses, and other goals for the Central Area. |
| Roads | 4.8.2 | Roads and sidewalks should be properly maintained as part of the overall enhancement of the image and environment of the Central Area. |

- | | | |
|------------------------------|-------|--|
| Perimeter Road | 4.8.3 | Planning for a Perimeter Road should reflect the overall goals for the Central Area with special consideration given to resolving any potential problems arising from its impact on adjacent residential neighbourhoods, the waterfront, the environment and on traffic flow through the Downtown Core. |
| Through-Traffic Routes | 4.8.4 | A system of truck and through-traffic routes should be maintained and modified where conditions warrant. |
| Road Priorities | 4.8.5 | Any decision on the priority for new roads should take into account the importance of the Central Area in providing a high level of service to the whole Region, creating employment opportunities, energy efficiency, and improved environmental quality in terms of amenities and safety. |
| Diversion of Through-Traffic | 4.8.6 | In order to minimize disturbance and enhance the residential amenity, wherever feasible, through traffic will not be routed through residential areas. |
| Parking | 4.8.7 | <p>To preserve and promote the economic health of the downtown core as the Regional economic centre, sufficient parking spaces should be available. Parking facilities should be improved, both by the City and privately. These spaces should be conveniently located and so operated as to encourage use for shopping, entertainment and business. As such, parking should be provided in accordance with the following provisions:</p> <ul style="list-style-type: none">(i) parking, loading and docking facilities for new development will be encouraged. Preference should be given to multi-level parking structures directly by the proponent or in co-operation with other developers to support an increased employment and shopping population;(ii) on-street parking will continue to be reviewed for maximum use of the spaces and compatibility with safety, movement and environment needs; |

- (iii) off-street parking lots will be encouraged in accordance with the policies of Section 4.9 (URBAN DESIGN); and
- (iv) Major parking facilities should be arranged as to minimize through traffic and be encouraged to locate in Mixed Use areas.

Pedestrian Movement	4.8.8	Council will encourage improvements to pedestrian circulation and an expanded pedestrian network in order to enhance attractiveness of the downtown core.
Vehicle/ Pedestrian Interface	4.8.9	Wherever feasible, vehicular and pedestrian traffic will be separated.
Pedestrian Access	4.8.10	Improved pedestrian access should be encouraged in the downtown core for the elderly, small children and the disabled.
Pedestrian Links	4.8.11	Pedestrian walkways will be encouraged to form a continuous green space corridor linking the Escarpment to the Bay. These links will provide access to parks, residential areas, the Downtown and other pedestrian destinations in the City.
Bicycle Routes	4.8.12	The safe, convenient use of bicycles in a way that minimizes conflicts with pedestrians and vehicles will be encouraged, through the provision of bicycle routes throughout the Central Area.
	4.8.13	A bicycle path system, similar to pedestrian links, will be encouraged to link the Escarpment and the Bay and provide access to parks, residential areas, the Downtown and other destinations in the City.
Public Transit	4.8.14	All forms of public transit should contribute to a convenient and coordinated system of transportation.
Multi-modal Transportation Terminal	4.8.15	A multi-modal transportation terminal should be provided in an appropriate location in the Central Area.
Rail Service	4.8.16	Existing commuter (GO Train) inter-city passenger rail services linking Hamilton, and all other centres should be maintained and improved.
Bus Services	4.8.17	The bus service between Hamilton and Toronto and Hamilton and surrounding communities within and beyond the Hamilton-Wentworth Region should be maintained and improved.

Bus
Services

- 4.8.17 The bus service between Hamilton and Toronto and Hamilton and surrounding communities within and beyond the Hamilton-Wentworth Region should be maintained and improved.

Transit
Links in
the City

- 4.8.18 For the convenience of users, innovative methods will continue to be encouraged in order to improve the efficiency of public transit linking the downtown core and other areas of the City and beyond.

Air
Service

- 4.8.19 The use of Hamilton Airport should be encouraged as a stimulant to the economic well-being of the Central Area.

4.9 URBAN DESIGN

It is intended that the character and role of the Central Area will be enriched through urban design principles which will ensure an attractive environment for the benefit of existing and future residents, as well as strengthen the economy.

Urban design is concerned with the visual and functional interrelationship of buildings and spaces. Urban design principles address the need for preservation and enhancement of the built environment and especially of areas and buildings of historic and architectural significance while still encouraging and providing for high quality design of new development. As such, policies relating to Urban Design will apply throughout the Central Area and address:

- o the enrichment and expansion of the character of the Central Area through a high level of design standards;
- o the preservation of existing buildings and areas of historic and architectural significance;
- o the preservation and development of attractive and compatible streetscapes; and,
- o the provision of safety, security and energy conservation measures in new development.

4.9.1 Design of the Central Area

It is through a high quality of design that the Central Area can be made a more attractive place to live and work, as well as stimulate and attract additional high quality development.

Design Excellence	4.9.1.1	Design excellence will be required to create an attractive and cohesive environment throughout the Central Area.
Building Design	4.9.1.2	Innovative building designs and layouts will be encouraged, particularly if they involve integration of different land uses.
Views and Vistas	4.9.1.3	Council will encourage building design which preserves important vistas of the Escarpment, the Bay, and significant architectural features.
Weather Mitigation	4.9.1.4	The design and siting of new buildings will take into account how the new structure and surrounding buildings modify the effects of wind, rain, snow, sun, heat and cold. Efforts will be made to mitigate the effects of adverse weather conditions, particularly on pedestrians.

	4.9.1.6	Council will encourage any new buildings in the vicinity of heritage buildings and areas to be compatible in terms of scale, height and proportions with development in the surrounding area.
Setbacks	4.9.1.7	Council will encourage appropriate building setbacks taking into consideration existing setbacks and development of setback areas for pedestrians.
Prominent Sites	4.9.1.8	The design of development in key locations in the Central Area should be given particular design attention.
Gore Park	4.9.1.9	The area surrounding Gore Park should be given special design attention in order to maintain the sense of enclosure already present and reflect and enhance its human scale.
Links	4.9.1.10	The design of commercial, institutional and recreation nodes in the Central Area should take into consideration attractive streetscaping and pedestrian movement considering the needs of existing and future uses.
Density of Development	4.9.1.11	New development in the form of a variety of densities and heights will be encouraged. However, high-rise development will be discouraged in predominantly low-rise residential areas.
Waterfront Development	4.9.1.12	The design of waterfront development should be compatible with the natural environment and with the adjacent neighbourhood.
Site Plan Control	4.9.1.13	Site plan control will be applied throughout the Central Area for all developments, except one and two-family dwellings.
Commercial Buildings	4.9.2.14	Parking for Ribbon Commercial development will be located to the rear of the property. Adequate buffering for residential uses adjacent to these parking areas will be required.

- | | | |
|---|----------|--|
| Safety,
Security and
Energy
Efficiency | 4.9.1.15 | The integration of safety, crime prevention and energy conservation measures will be encouraged in new development and redevelopment. Therefore, Council will encourage: <ul style="list-style-type: none">(i) safety features for new development, as determined through special study;(ii) crime prevention design features to be incorporated into existing and new developments, such as special lighting, access and openness to public view; and,(iii) energy-efficient construction, heating, insulation, cooling and ventilation systems, layout and design and any other relevant energy-saving techniques to be incorporated in all buildings. |
|---|----------|--|

4.9.2 Building Presentation

Building and areas of historical architectural and contextual significance should be preserved and protected from demolition.

- | | | |
|--|---------|---|
| Conservation
Heritage | 4.9.2.1 | Buildings and districts which contribute to the significance of the Central Area will be conserved and enhanced. |
| Heritage
Buildings and
Districts | 4.9.2.2 | Buildings and districts of architectural and historic value will be identified and ranked by LACAC and protected and enhanced through designation under the Ontario Heritage Act. |
| Conservation
Policies | 4.9.2.3 | Conservation policies such as heritage district designations will be encouraged. City Council will authorize heritage district studies and other relevant studies. |
| | 4.9.2.4 | LACAC will make recommendations on maintaining and enhancing conservation policies, controls and incentives for heritage buildings and districts. Appropriate incentives may include grants, loans and tax breaks, if possible. |
| Special
Attention | 4.9.2.5 | Special attention will be given to districts of architecturally and historically important buildings, such as heritage conservation awards. |

Standards	4.9.2.6	Standards and policies which conflict or appear to conflict with desirable building preservation will be reviewed and recommendations will be made for modifications in order to encourage preservation.
Zoning	4.9.2.7	The Zoning By-law may be used to encourage retention of buildings where appropriate by raising standards for conversions, through such moves as permitting additional uses in existing structures.
Other Mechanisms	4.9.2.8	Other mechanisms, such as site plan control, demolition control and transfer of development rights, will be used in negotiation for securing future life for heritage buildings and districts.
	4.9.2.9	Adaptive reuse and integration of old and new buildings will be encouraged as an alternative to demolition.
Demolitions	4.9.2.10	Prior to demolition Council will consider: i) the architectural, historical and contextual importance of the existing building; and ii) the contribution of the replacement building to the surrounding built environment.
	4.9.2.11	Council will encourage efforts to preserve any valuable architectural features when demolition of a heritage building is anticipated.

4.9.3 Streetscape

The high level of quality should be provided for streetscapes in the Central Area. Attractive and compatible streetscapes should be maintained and preserved.

Streetscape Design	4.9.3.1	Throughout the Central Area Council will establish and follow high quality standards for the streetscape through provision and coordination of appropriate paving material, street furniture, lighting, kiosks and booths, fountains, trees, other plant materials, and sidewalk activities provided normal pedestrian use is not impeded.
Signs	4.9.3.2	Outdoor advertising and signs will be coordinated and designed to complement the streetscape.

Facades	4.9.3.3	The integration of building facades and sidewalk areas will be encouraged to enhance and create an attractive sidewalk atmosphere.
Cleanliness	4.9.3.4	Council will ensure that the Central Area and Downtown Core, in particular, present a clean orderly appearance.
Parking Lots	4.9.3.5	Wherever feasible, parking lots will be buffered and/or landscaped, so as not to adversely intrude upon the public view while maintaining safety standards.
Vacant Properties	4.9.3.6	Council will encourage the appropriate design and maintenance of vacant properties.
Outdoor Art	4.9.3.7	Council will encourage the introduction of outdoor public art, including sculptures and murals, as elements of the streetscape.
Relocation of Railroad Tracks	4.9.3.8	Council will encourage the relocation or removal of railway tracks which do not require a Central Area location. The future of these lands will be subject to special study.

4.10 COMPATIBILITY OF USES

With the mix of uses permitted in the Central Area, efforts will be made to ensure compatibility. The policies of this section ensure that the expansion or development of new commercial, industrial, multiple-residential, institutional and recreational uses will not adversely affect existing development throughout the Central Area. Special attention will be given to the provision of buffering and screening for industrial uses.

Performance Standards 4.10.1 Expansion of existing commercial, industrial, multiple-residential and institutional/recreational uses and establishment of new such uses in the areas which permit a mix of uses will be encouraged in accordance with appropriate performance standards.

Council will apply these performance standards in the consideration of zoning and site plan applications through review by appropriate agencies such as the Ministry of the Environment. These performances standards may take into consideraton factors such as, but shall not be limited to:

- (i) noise levels;
- (ii) site planning;
- (iii) acoustical barriers;
- (iv) architecutral design;
- (v) construction;
- (vi) air pollution;
- (vii) water pollution;
- (viii) effect on visible residential frontage;
- (ix) traffic generation;
- (x) parking requirments;
- (xi) external appearance, as addressed by Site Plan Control; and,
- (xii) servicing requirements.

Existing Industries 4.10.2 Existing industries which are compatible with adjacent land uses or can be made compatible through appropriate buffering or other techniques will be encouraged to remain in their location and will be so recognized in the Zoning By-law. Particular attention will be paid to the screening of outside storage facilities from surrounding uses.

New Industrial Development 4.10.3 Wherever feasible, industrial development will be sited in such a way as to provide its own buffer with adjacent land uses through the form and placement of buildings and built-in design features.

Pollution Controls 4.10.4 The appropriate authorities will be encouraged to continue and augment their programs to reduce air, noise and water pollution.

Environment

- 4.10.5 Council will continue to examine, encourage and implement policies and regulations to improve the physical environment for those who live and work in the Central Area.

4.11 IMPLEMENTATION

Strong public participation will be an essential component in implementing the policies in this Plan. Public participation is the ongoing involvement of residents and business people in the decisions which affect their lifestyle, quality of life, property values, health of their businesses and enjoyment of their surroundings. Public participation is a recognized as citizens' rights and is an important part of the planning process.

The implementation of this plan should provide for the following public participation principles:

- (i) information will be disseminated to the public in a clear, concise manner designed to achieve a broad understanding of the policies and programs and their impacts;
- (ii) the City will actively seek opinions, attitudes and advice of individuals, community and special interest groups regarding policies, programs and studies, as well as contemplated or impending changes to existing policies and programs; and,
- (iii) reporting mechanisms will be in place which will provide Council with complete and unbiased results of this consultation.

Regular review and updating of recommended policies and actions is critical to the success of this Plan. Monitoring should be detailed and systematic and cover all aspects of an area or issue. Statistical data should be complemented by subjective data provided by those involved in, or affected by, policies and resulting actions.

It is critical that a Central Area Plan Implementation Committee is involved in the monitoring/updating process on an ongoing basis and in the review of studies and evaluation of study recommendations.

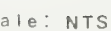
The Central Area has been identified as the commercial, institutional, government and cultural centre of the Region. In addition, the area has a large concentration of people and is a major base of employment. Therefore, the Central Area should receive a high level of service, maintenance and public development and improvement initiatives.

CAPIC	4.11.1	Council will ensure that a Central Area Plan Implementation Committee oversee and direct a Central Area Plan Implementation strategy.
Priority of Central Area	4.11.2	As a Regional Centre, the Central Area should receive a priority in terms of public expenditures, service and maintenance.
Neighbourhood Plans	4.11.3	In accordance with Section D.2.1 of the Official Plan, it is intended that the Central Area Plan be further implemented through the review and revision of the existing Neighbourhood Plans in the Central Area.

Map
Interpretation

4.11.4

The boundaries between the classes of land use designated on Schedule "A" are only intended to be general and not to define the exact limits of any land use or policy. It is intended, therefore, that minor adjustments may be made in respect of these boundaries in the Zoning By-law without the necessity of further amending this Official Plan, so long as such By-laws conform to the general intent and purpose of this Plan.



MIXED USE

MIXED INDUSTRIAL/COMMERCIAL



WATERFRONT RECREATION

NEIGHBOURHOOD RESIDENTIAL

PARKS

SHIPPING & NAVIGATION

APPENDICES

- | | | |
|----|----------|---------|
| A. | GLOSSARY | Page 34 |
| B. | MAPS | Page 32 |

APPENDIX A

GLOSSARY

This section is intended to provide general explanations of terms used in the text.

Buffering	the treatment of property boundaries or building edges to mitigate their effects on adjacent lands or buildings or vice versa. Buffering is usually comprised of earth berms, landscaping, rows of trees, fences or other similar measures.
BIA	Business Improvement Area
Circumferential Road System	a road system which avoids the downtown core of the Central Area.
Commercial	land use or activity related to the buying and selling of goods and services. Commercial land use includes retail and office uses.
Community Services	programs, agencies or facilities which serve residents. Community or Social Services often address the special needs of various population groups such as seniors, low-income families and the disabled.
Commuter	a person who is employed in one municipality and resides in another and who regularly travels between the two.
Compatible Land Use	land uses which have little or no adverse impacts on each other.
Development	the expansion, construction, rehabilitation and/or new use of buildings or properties.
Downtown	the area bounded by Wilson/York, Wellington, Jackson and Bay and includes portions of James Street North and South. The area is also defined on Schedule A. The area is also referred to as the Downtown Core. This is generally the same area as the Central Business District (CBD) of the City, however, the precise boundaries of the CBD will be determined in a separate study.
Environment	the physical, social and economic nature of an area. In the Central Area Plan the term "environment" is used both in its most broad form and in a more specific form, e.g. the physical environment.
High-rise Development	development resulting in buildings generally higher than six storeys, depending on context.

Infilling	the building on or development of vacant space between existing buildings or developments. The space is generally equivalent in size to adjoining properties on either side but may be as small as one building lot between two large buildings.
Institutional	land use or activity related to cultural, entertainment, religious, educational, governmental or recreational functions. Institutional uses generally operate on a non-profit basis as a service to the community. Examples in the Central Area include schools, churches, hospitals, recreational centres, theatres, Hamilton Place, the Art Gallery, and the Convention Centre.
Social Housing	housing funded by various levels of government which is integrated with other types of housing so that a mix of income groups results. Example are Municipal Non-Profit Housing and Co-operative Housing.
LACAC	Local Architectural Conservation Advisory Committee. Its function is to advise the City Council on matters concerning the preservation of buildings and districts of architectural and historical significance.
Links	pedestrian or bicycle paths that link the Escarpment and Bay with parks, commercial roads and other destinations. The type of link will vary, depending on location, but could include existing sidewalks, rights-of-way, alleyways and open spaces.
Market Area	An economic and service area which extends beyond the Hamilton-Wentworth boundary and of which the Central Area is defined as a "regional" centre. The market area may vary depending upon the type service considered, e.g. retail, consumer, business, transportation, public sector services. However it generally includes Hamilton-Wentworth, Niagara, Halldimand-Norfolk and Halton Regions and Brant County.
Multi-modal Transportation Terminal	a facility incorporating most or all the usual forms of transportation such as train, bus, rapid transit, and air connections. The intention is to combine such uses in one building to facilitate transfers and coordinate drop-off and pick-up of passengers.

Parks the Official Plan outlines the following hierarchy of parks:

<u>PARKLAND HIERARCHY</u>	<u>PARKLAND OBJECTIVES PER 1,000 POPULATION SERVED (HECTARES)</u>	<u>SERVICE RADIUS OBJECTIVE (KILOMETRES)</u>
Neighbourhood Park	Not less than .5	Not more than .8
Community Park	Not less than .5	Not more than 1.6
City-wide Park	Not less than 1.9	No maximum
Metropolitan	No minimum	
	Total	2.9+

Performance Standards established physical and environmental measures used to evaluate the appropriateness of development during the zoning and site plan approval process.

Perimeter Road an industrial perimeter road linking Burlington Street to Hwy. 403.

Public Participation the opportunity for the general public to become involved in the decision making process. In a planning context public participation allows individual residents to be involved in the identification, evaluation and recommendation of planning options through Advisory Committees, public meetings, and written submissions.

Recreation Facilities buildings or centres where the primary use is leisure or recreational activities such as sports, crafts, amusements or relaxation.

Residential Neighbourhoods areas of the City where the primary land use is associated with living, with housing of all types from single-family dwellings to apartment units. Examples in the Central Area include Durand, Corktown, Beasley, Central and the North End.

Site Plan Control development control over site design features of a development, including grading, landscaping, access, parking lot layout, building design and overall site design. Site Plan control is authorized under Section 40 of the Planning Act.

Ribbon Commercial a category of commercial use which is generally located in ribbon fashion along major roads, with individual accesses and maximum exposure to the street and has parking in front of the building.

Tenure the form of ownership or occupancy of a building or property, e.g. condominium, freehold, rental or co-operative.

Tourist
Facilities
and Services

uses and activities dependent upon, catering to, attracting the non-resident public and persons visiting the area for a short-term stay.

Waterfront

that part of the Central Area between Queen and Victoria Avenue which fronts onto Hamilton Harbour. It includes publicly-owned land (the former Lax property), lands of the Hamilton Harbour Commission (Piers 8 and 10) and portions of residential lands within the North End East and West neighbourhoods.

Waterfront
Master Plan

the land use and development concept for the Waterfront prepared by Coombs, Kirkland and Berridge, dated September, 1985.

Woonerf

street design which allows pedestrians to use the street surface on equal terms with vehicles through type of paving, placing of vegetation and bollards, signs, speed limits, etc.

APPENDIX B - MAPS

Map No.

A.1 Location of Hamilton

A.2 Central Area Locational Maps - Region

A.3 Central Area Location Maps - City

A.4 Street Pattern

Neighbourhood Maps

North End East - A.5.a Zoning
- A.5.b Neighbourhood Plan

North End West - A.6.a Zoning
- A.6.b Neighbourhood Plan

Landsdale - A.7.a Zoning
- A.7.b Neighbourhood Plan

Beasley - A.8.a Zoning
- A.8.b Neighbourhood Plan

Central - A.9.a Zoning
- A.9.b Neighbourhood Plan

Durand - A.10.a Zoning
- A.10.b Neighbourhood Plan

Stinson - A.11.a Zoning
- A.11.b Neighbourhood Plan

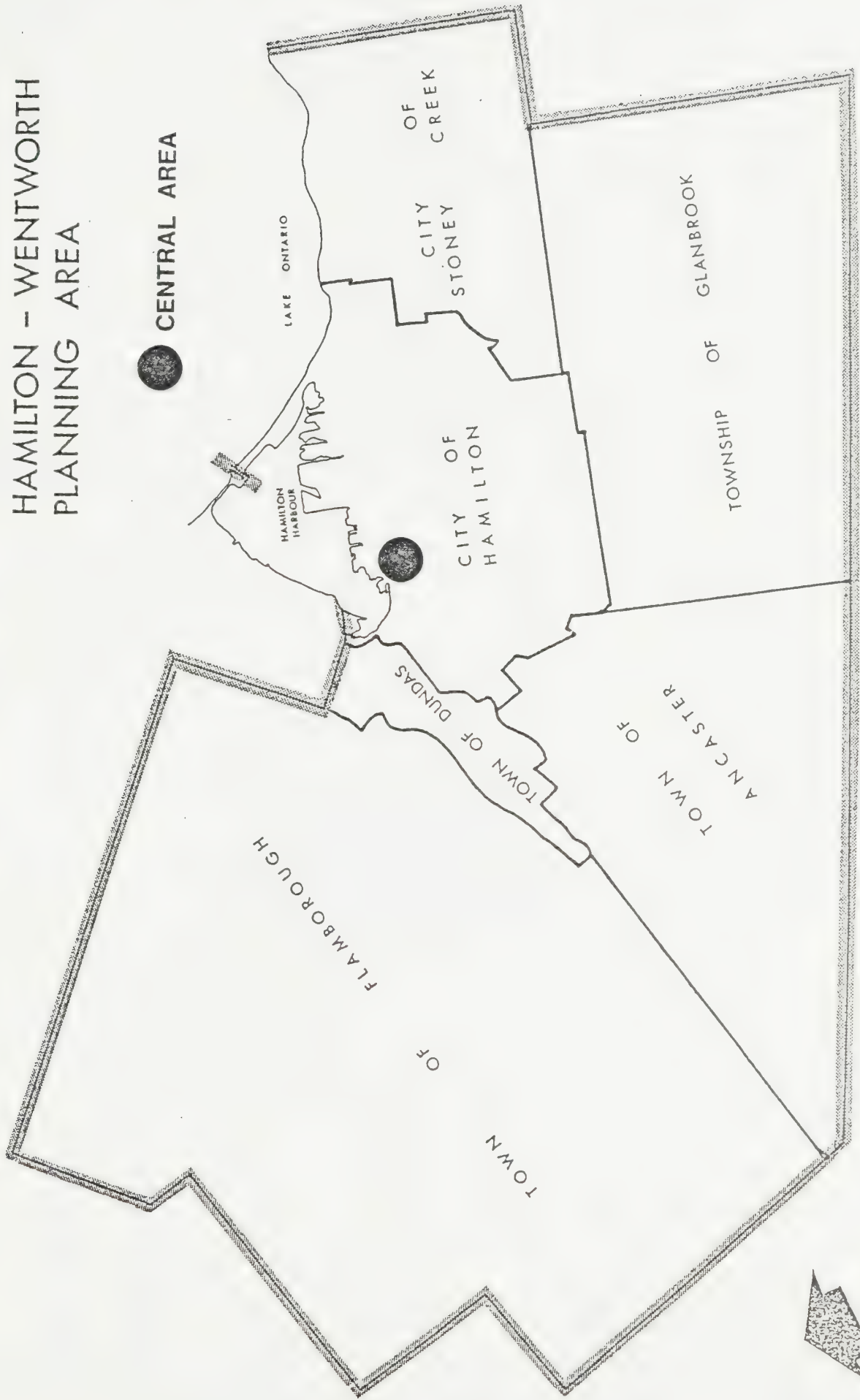
Corktown - A.12.a Zoning
- A.12.b Neighbourhood Plan



Location of Hamilton



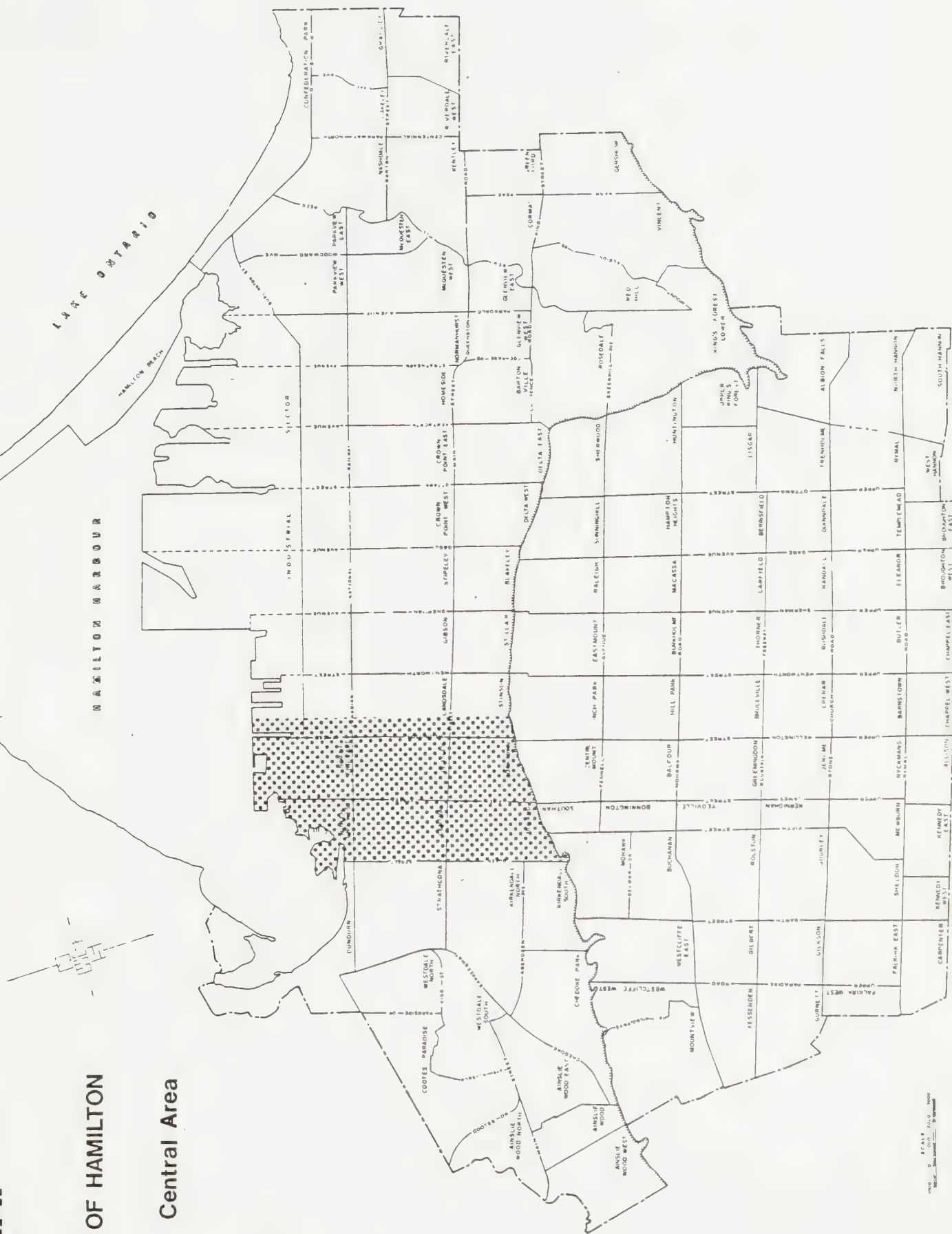
REGIONAL MUNICIPALITY OF
HAMILTON - WENTWORTH
PLANNING AREA

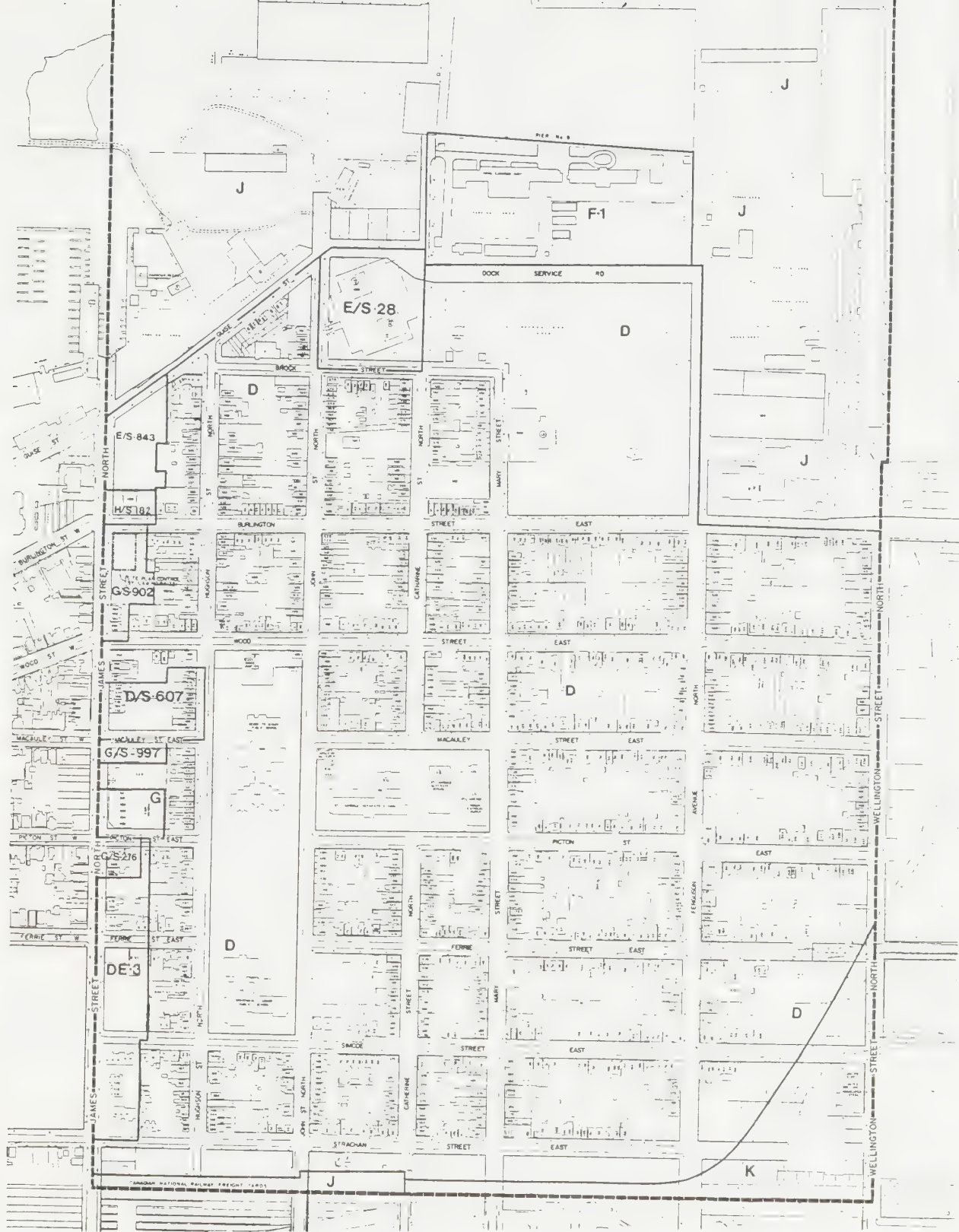


MAP A.3

CITY OF HAMILTON

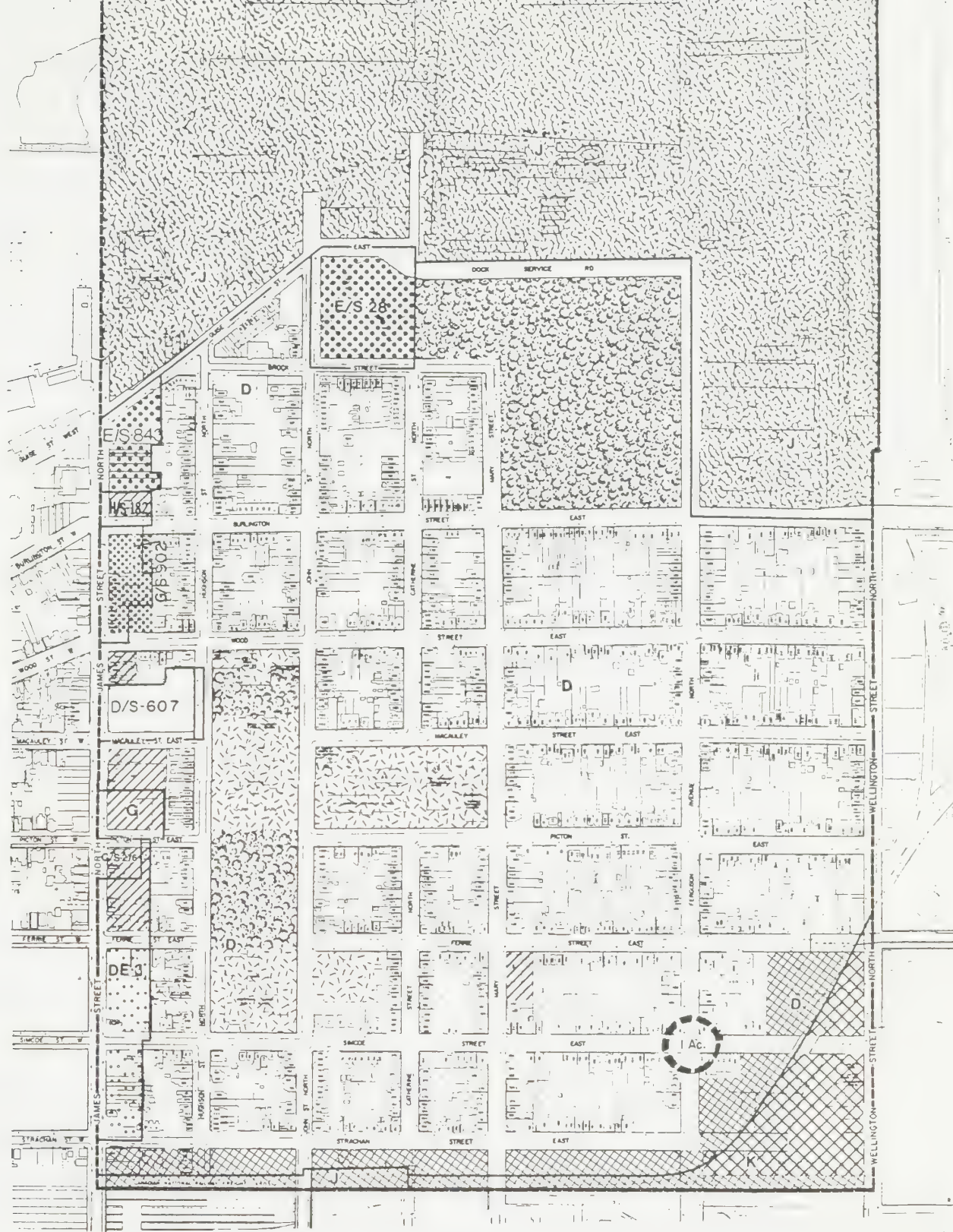
Central Area





A.5a

		CITY OF HAMILTON NORTH END EAST ZONING	
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Neighbourhood Boundary Zoning Boundary		0 100 m SCALE 00 m	
Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton Wentworth		6103 June 1985 PAGE 42 106	



NOTE: THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE. FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH.



THIS AREA TO BE DEALT WITH IN A FUTURE OFFICIAL PLAN AMENDMENT PENDING DETERMINATION OF JURISDICTION.



PUBLIC PARK AREA TO BE PROVIDED IN THE VICINITY OF THIS SYMBOL, THE PARTICULAR LOCATION OF WHICH SHALL BE DETERMINED AT SUCH TIME AS FUNDS ARE AVAILABLE FOR ACQUISITION.

LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apts.
- medium density apts.

- commercial & apts.

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL

- UTILITIES

- Neighbourhood Boundary
- Zoning Boundary
- Staging of Development Boundary

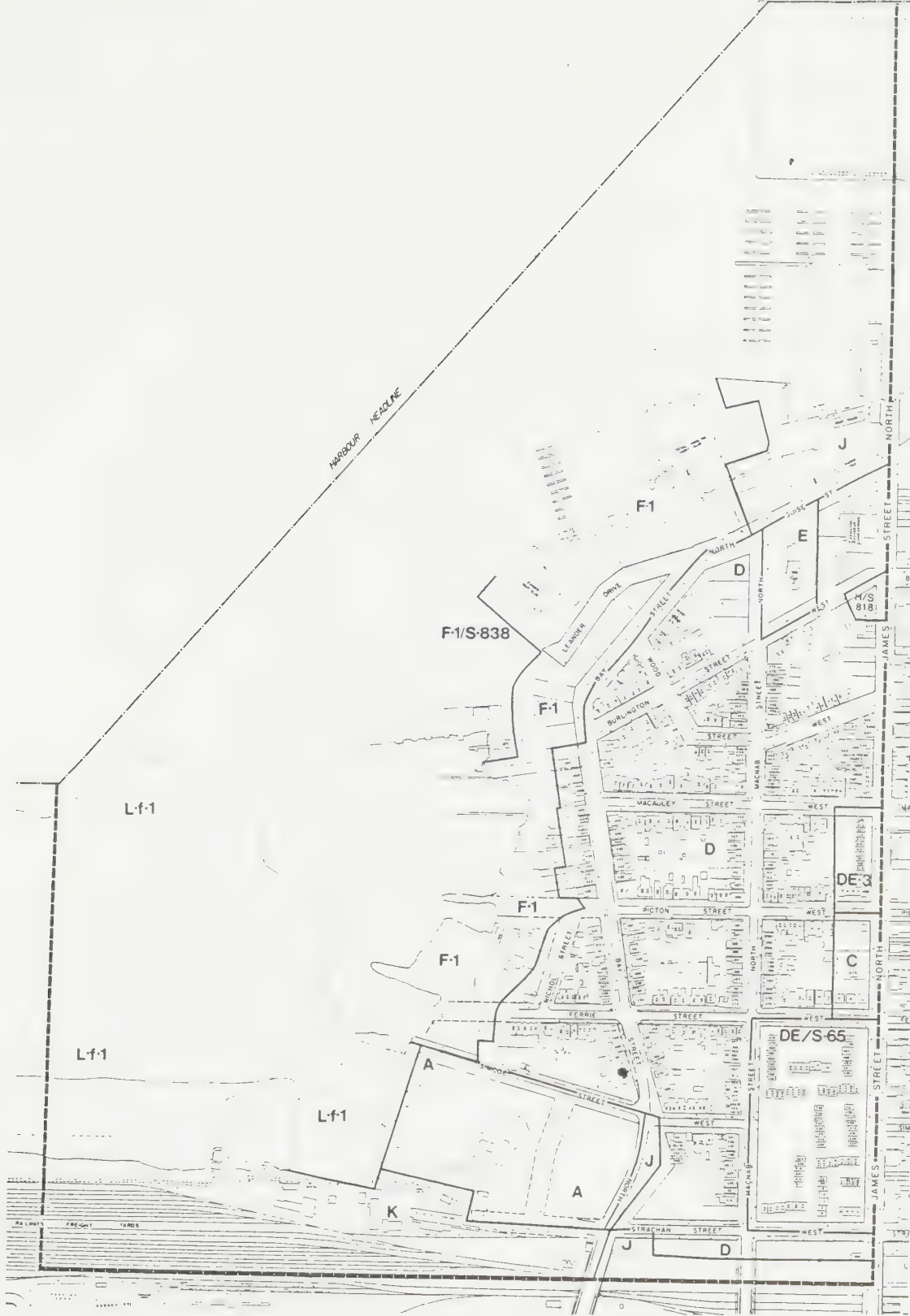
Approvals
Planning Bd. MAY 12/75 Council JULY 27/75

Revisions	
FEBRUARY 1971	NOV 3 1975
FEBRUARY 1972	MAY 1976
MAY 16 1973	
MAY 2 1974	
APRIL 26 1974	
MAY 27 1975	

CITY OF HAMILTON
PLANNING DEPARTMENT

NORTH END EAST
APPROVED PLAN





A.6a

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— Neighbourhood Boundary — Zoning Boundary Prepared for The City of Hamilton By the Planning and Development Department	0 100 m SCALE 80 m June 1985									

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OF THE REGIONAL MUNICIPALITY
OF HAMILTON-WENTWORTH.

THIS AREA TO BE DEALT WITH
IN A FUTURE OFFICIAL PLAN
AMENDMENT PENDING DETERMIN-
ATION OF JURISDICTION.

LAND USE

RESIDENTIAL

-  single & double
-  attached housing
-  low density apts.
-  medium density apts.

COMMERCIAL

-  CIVIC & INSTITUTIONAL
-  PARK & RECREATIONAL
-  OPEN SPACE
-  UTILITIES

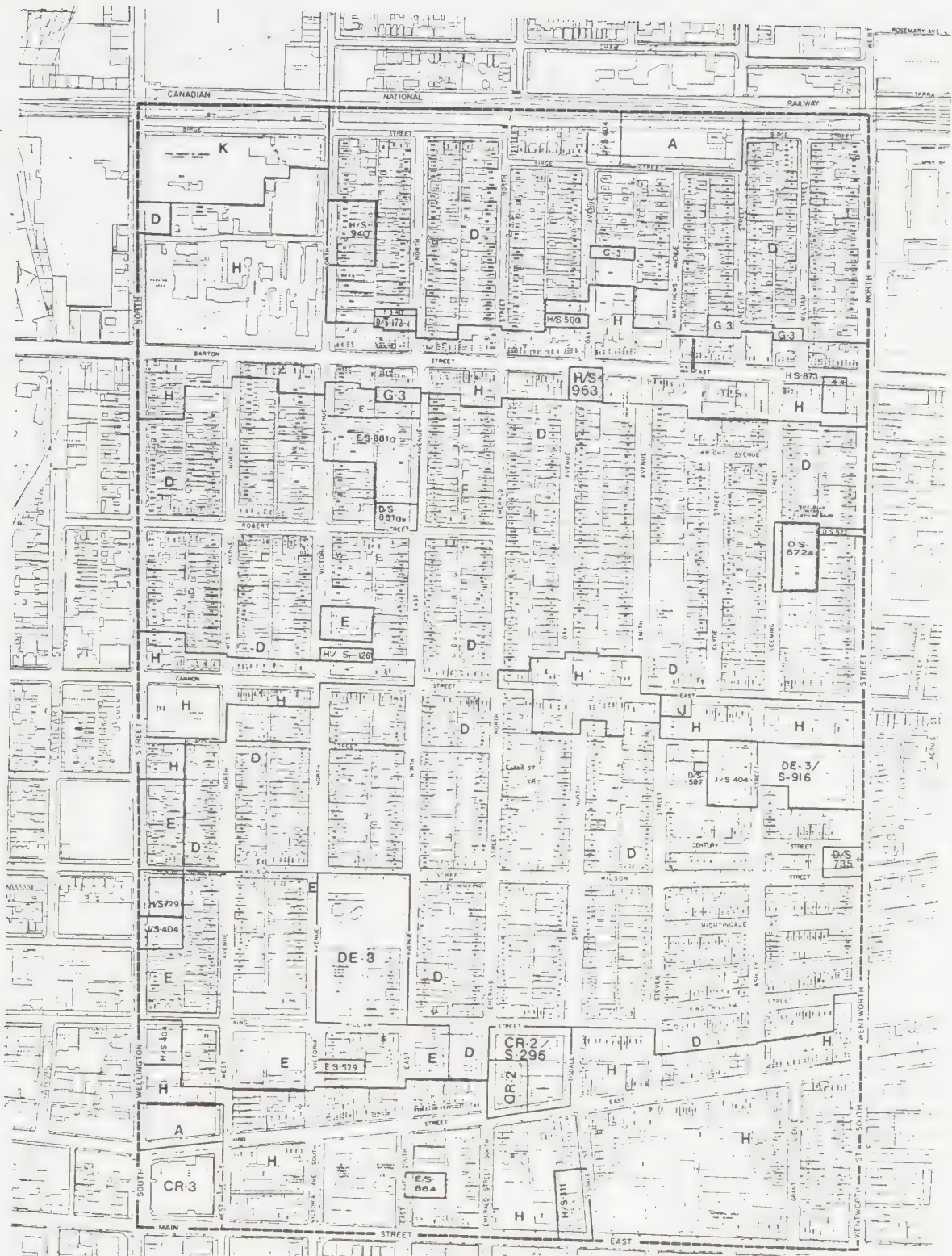
-  Neighbourhood Boundary
-  Zoning Boundary
-  Staging of Development Boundary

Approvals
Planning Bd. MAY 12 /76 Council JULY 27/76
Revisions

MARCH 1971
FEBRUARY 1972
DEC 28, 1972
MAY 10, 1973
MAY 20, 1974
DEC 17, 1975

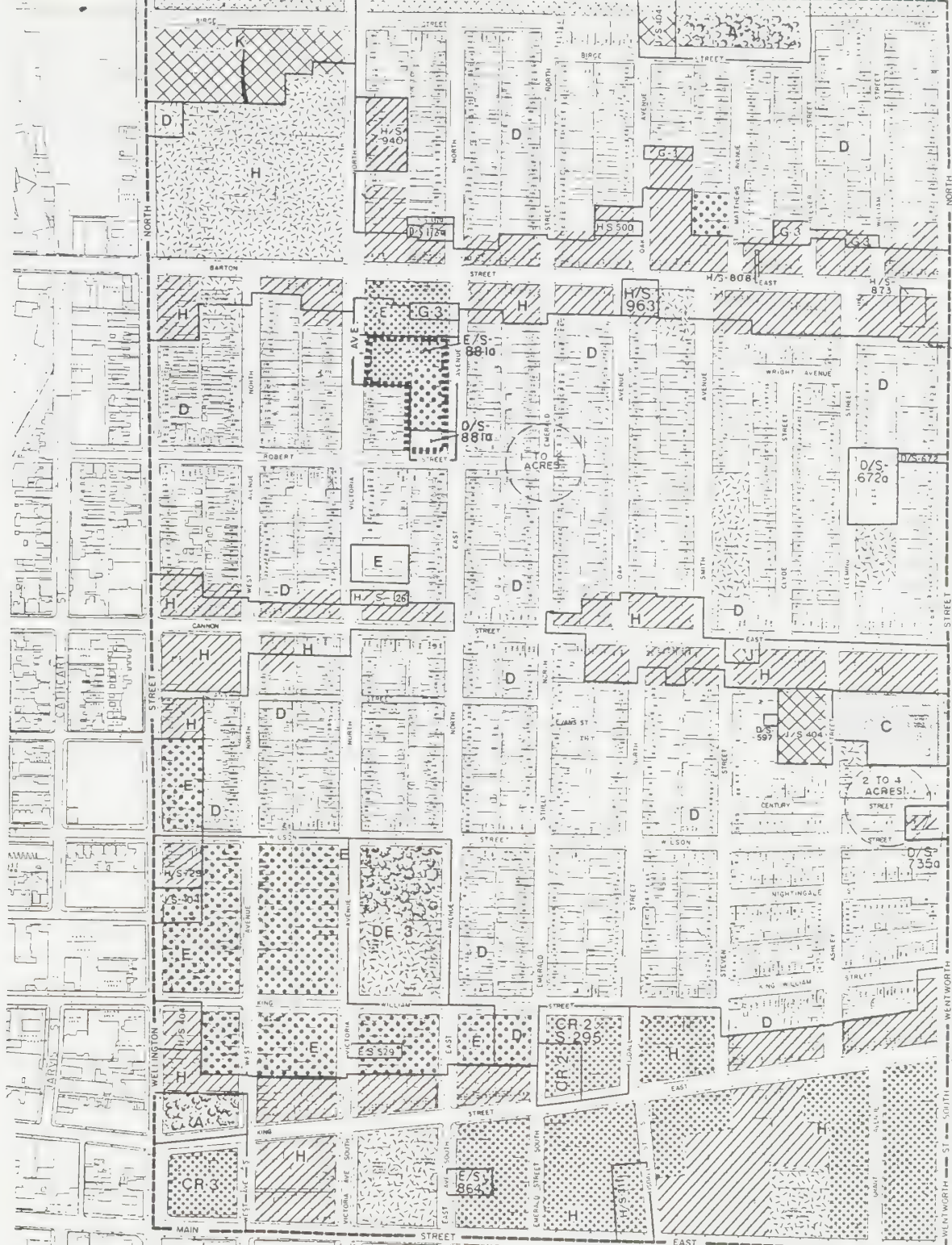
CITY OF HAMILTON
PLANNING DEPARTMENT
NORTH END WEST
APPROVED PLAN





A.7a

106 68 70 10 95 48 31 125 124	CITY OF HAMILTON LANDSDALE ZONING
This is not a Legal Document For Zoning Verification Please Contact City Building Department	0 100 m SCALE 50 m
Neighbourhood Boundary Zoning Boundary	Prepared For The City of Hamilton By the Planning and Development Department of The Regional Municipality of Hamilton Niagara
6608	June 1985
95	95



approx acres

PUBLIC OPEN SPACE TO BE PROVIDED IN THE VICINITY OF THE DESIGNATED SYMBOL. THE PARTICULAR LOCATION TO BE DETERMINED WHEN FUNDS ARE AVAILABLE FOR ACQUISITION.

NOTE: THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE. FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH.

* THAT PROPERTY CAN BE USED FOR PARKING FOR PERIOD OF 3 YEARS. (DATE APPROVED BY COUNCIL- OCTOBER 25, 1983)

** 448 BARTON ST. E. IS MODIFIED TO PERMIT THE MANUFACTURING OF CLOTHING

DAIRY OFFICE/STORAGE USE AND ANCILLARY PARKING WILL BE PERMITTED

LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apts.
- medium density apts.
- high density apts.
- commercial & apts.

COMMERCIAL

INDUSTRIAL

CIVIC & INSTITUTIONAL

PARK & RECREATIONAL

OPEN SPACE

UTILITIES

----- Neighbourhood Boundary

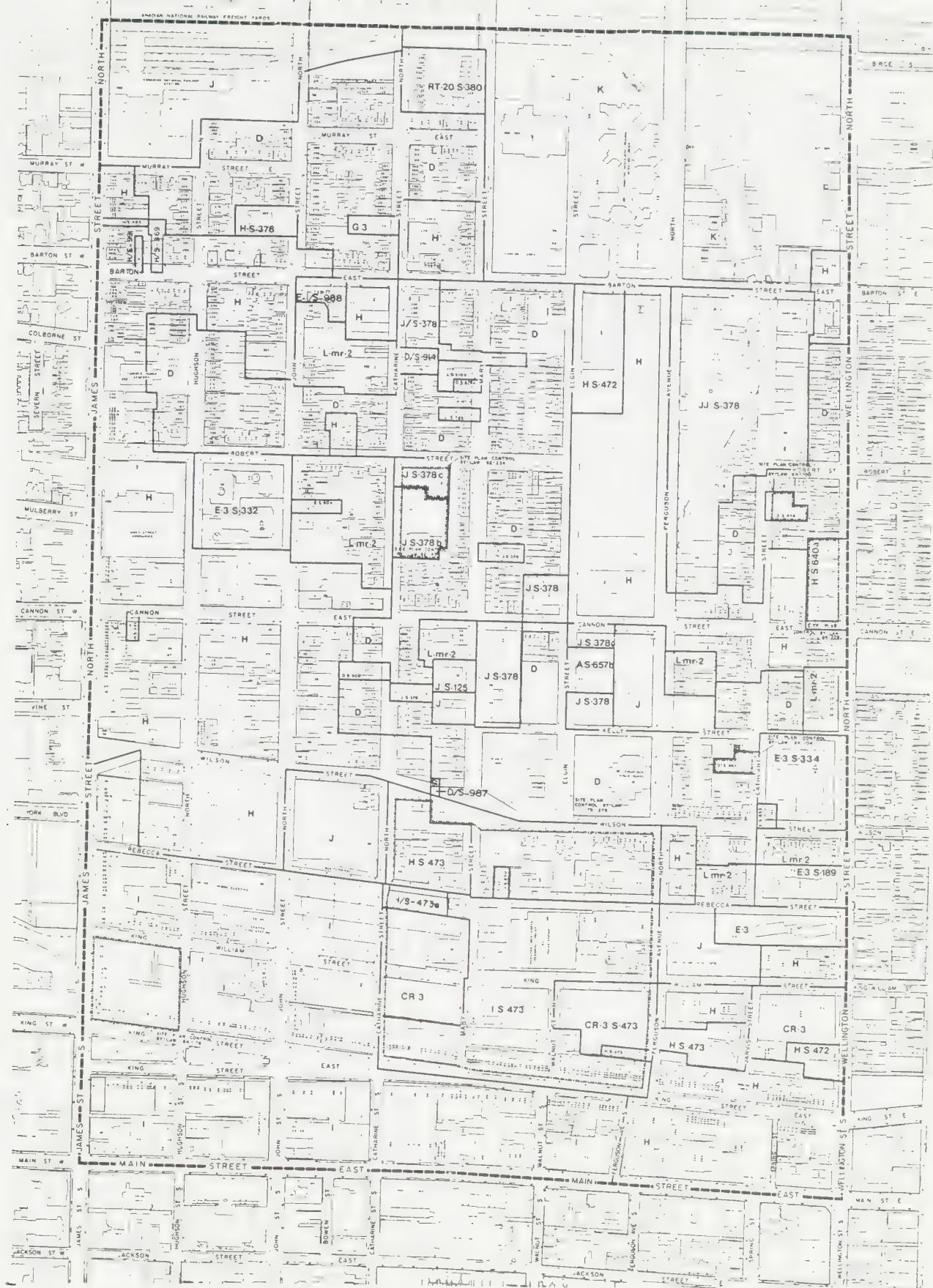
----- Zoning Boundary

----- Staging of Development Boundary

Approvals
Planning Bd. JUNE 21/73 Council NOV. 27/73
Revisions

CITY OF HAMILTON
PLANNING DEPARTMENT

**LANDSDALE
APPROVED PLAN**



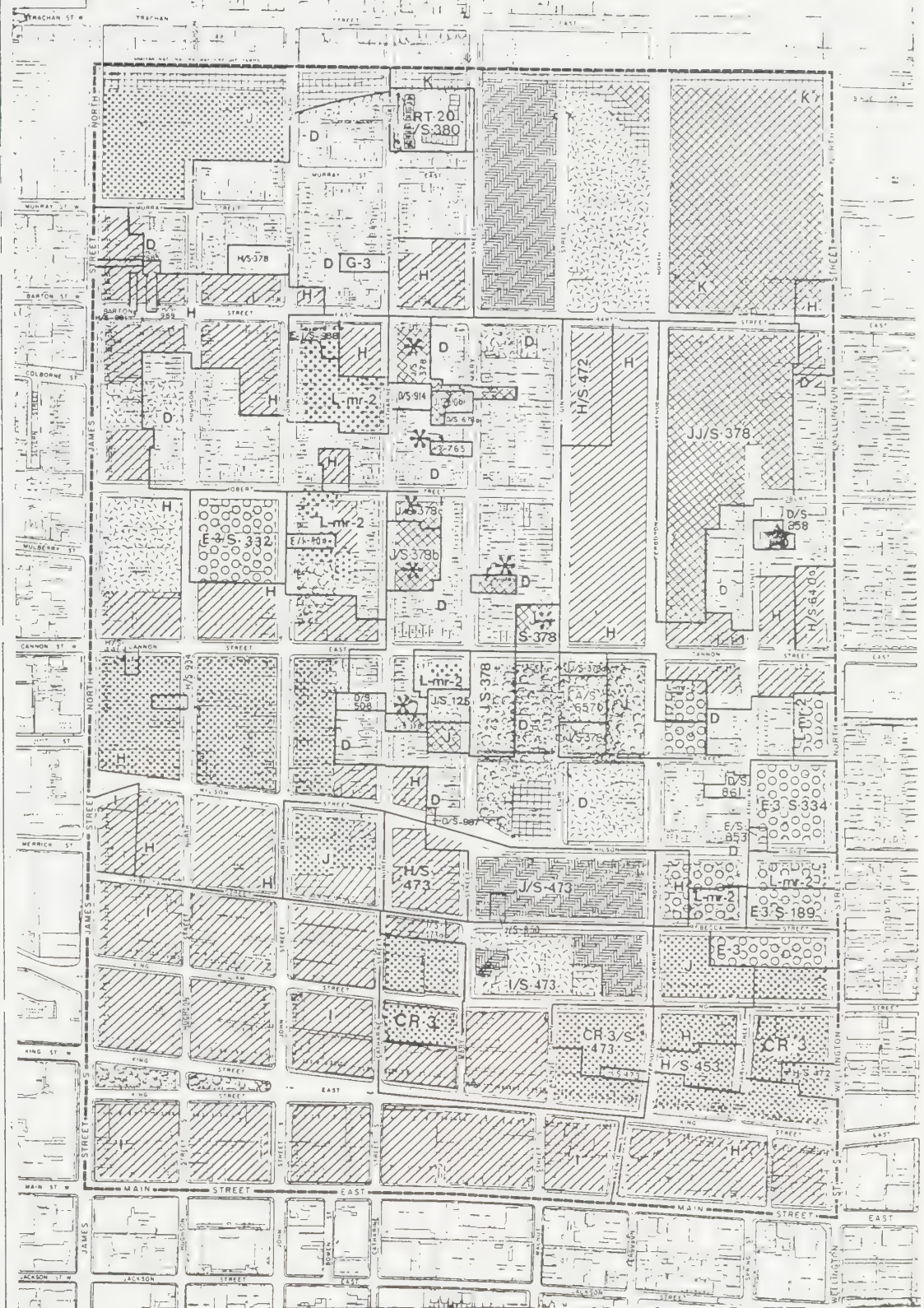
A.8a

107	106	69
21	10	95
41	31	125

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department

CITY OF HAMILTON

BEASLEY
ZONING



EXISTING POPULATION	(1969) 5559
	(1970) 5209
	(1971) 5167
	(1972) 5072
	(1973) 4842
	(1974) 4702
	(1975) 4664
	(1976) 4825

★ NOTE: TEMPORARY
PARKING (SEE
ZONING APPL.
83-73)

NOTE: THIS IS A GUIDE PLAN ONLY AND
IS SUBJECT TO CHANGE, FOR
DETAILS CONTACT THE LOCAL
PLANNING DIVISION OF THE
REGIONAL MUNICIPALITY OF
HAMILTON-WENTWORTH

* NOTE: FUTURE USES ON THE SITE MAY BE
INDUSTRIAL, COMMERCIAL OR RESIDEN-
TIAL IN ACCORDANCE WITH THE
CENTRAL AREA PLAN PERFORMANCE
STANDARDS

LAND USE

RESIDENTIAL

- single & double
- ▨ attached housing

- ▤ medium density apts.
- ▥ high density apts.
- ▦ commercial & apts.

- ▧ COMMERCIAL
- ▨ INDUSTRIAL
- ▩ CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- ▬ UTILITIES
- ▭ COMM. & INDUSTRIAL

- Neighbourhood Boundary
- Zoning Boundary
- Staging of Development Boundary

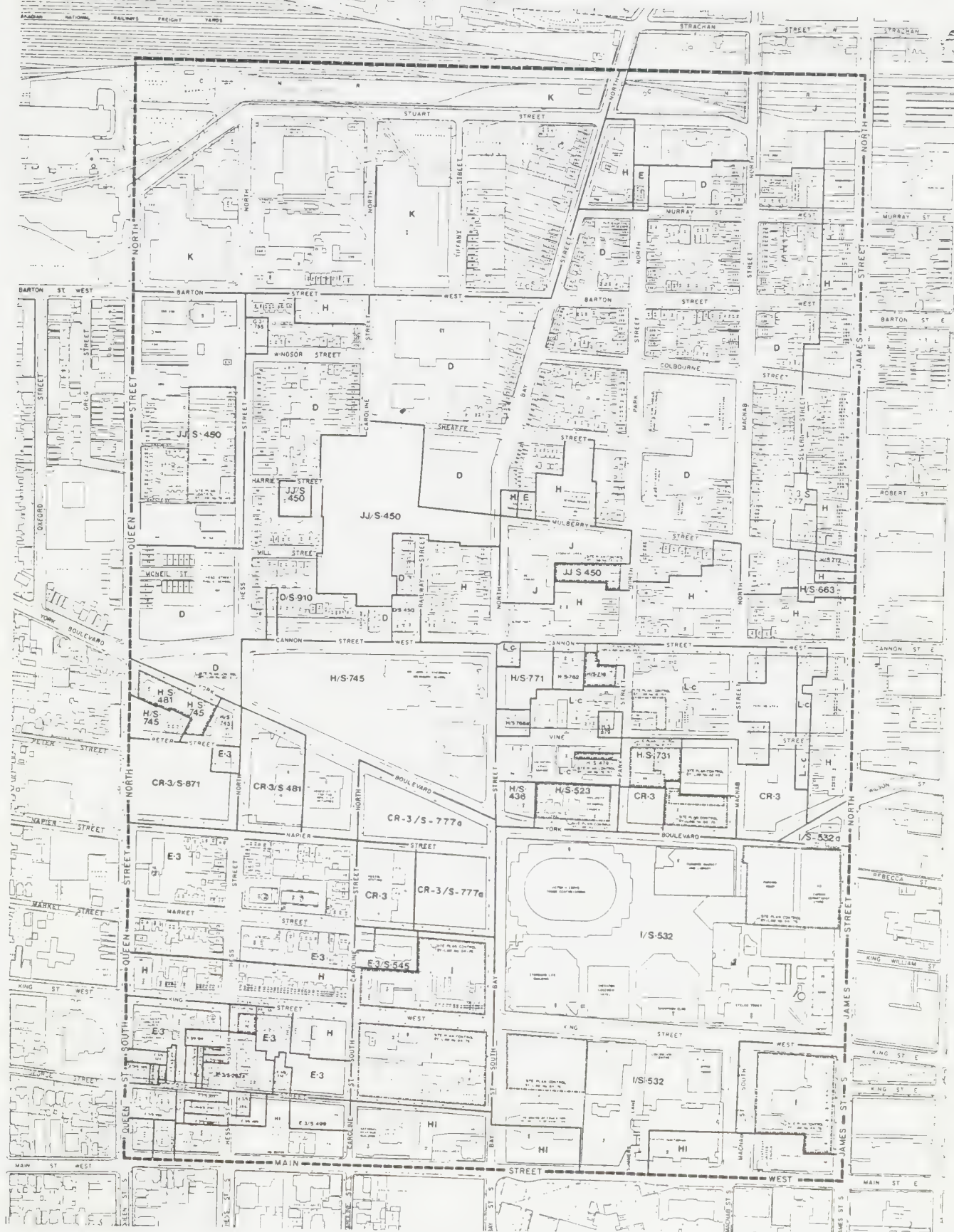
Approvals
Planning Bd. City Council
Revisions

SEPT 28, 1977
OCT 26, 1977

CITY OF HAMILTON
PLANNING DEPARTMENT

BEASLEY
APPROVED PLAN





A.9a

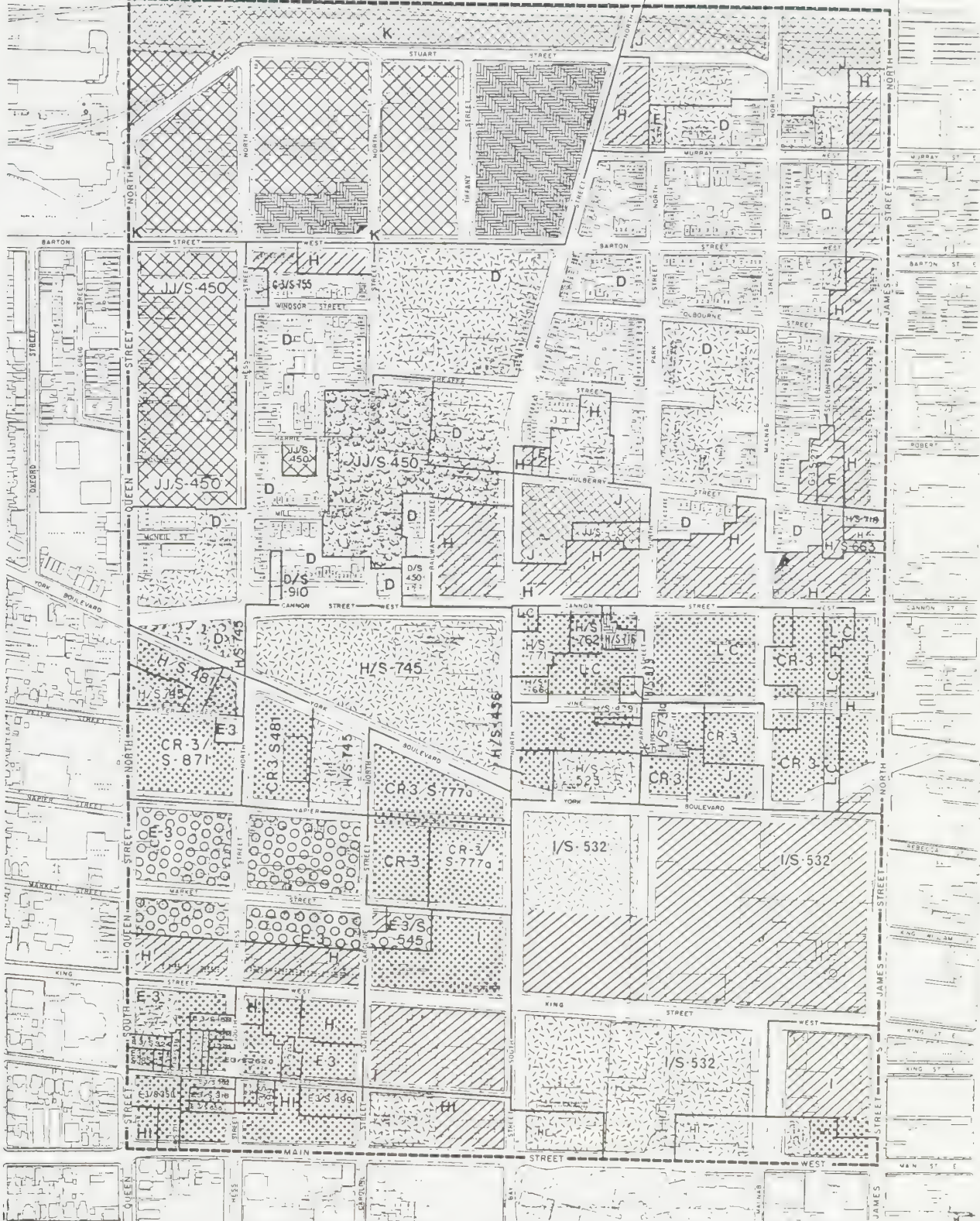
40	107	106
127	21	10
92	41	31

CITY OF HAMILTON

CENTRAL

ZONING

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For Zoning Verification Please
Contact City Building Department.



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* EXISTING INDUSTRIAL USE ONLY

LAND USE

RESIDENTIAL

□ single, double & attached housing

▨ high density apts.
▩ commercial & apts.

▨ COMMERCIAL
▩ INDUSTRIAL
▨ CIVIC & INSTITUTIONAL
▩ PARK & RECREATIONAL

▨ UTILITIES
▩ COMMERCIAL & INDUSTRIAL

Neighbourhood Boundary
Zoning Boundary
Staging of Development Boundary

Approval
Planning Bd. MAR 1/73 Council JUNE 12/73
Revisions

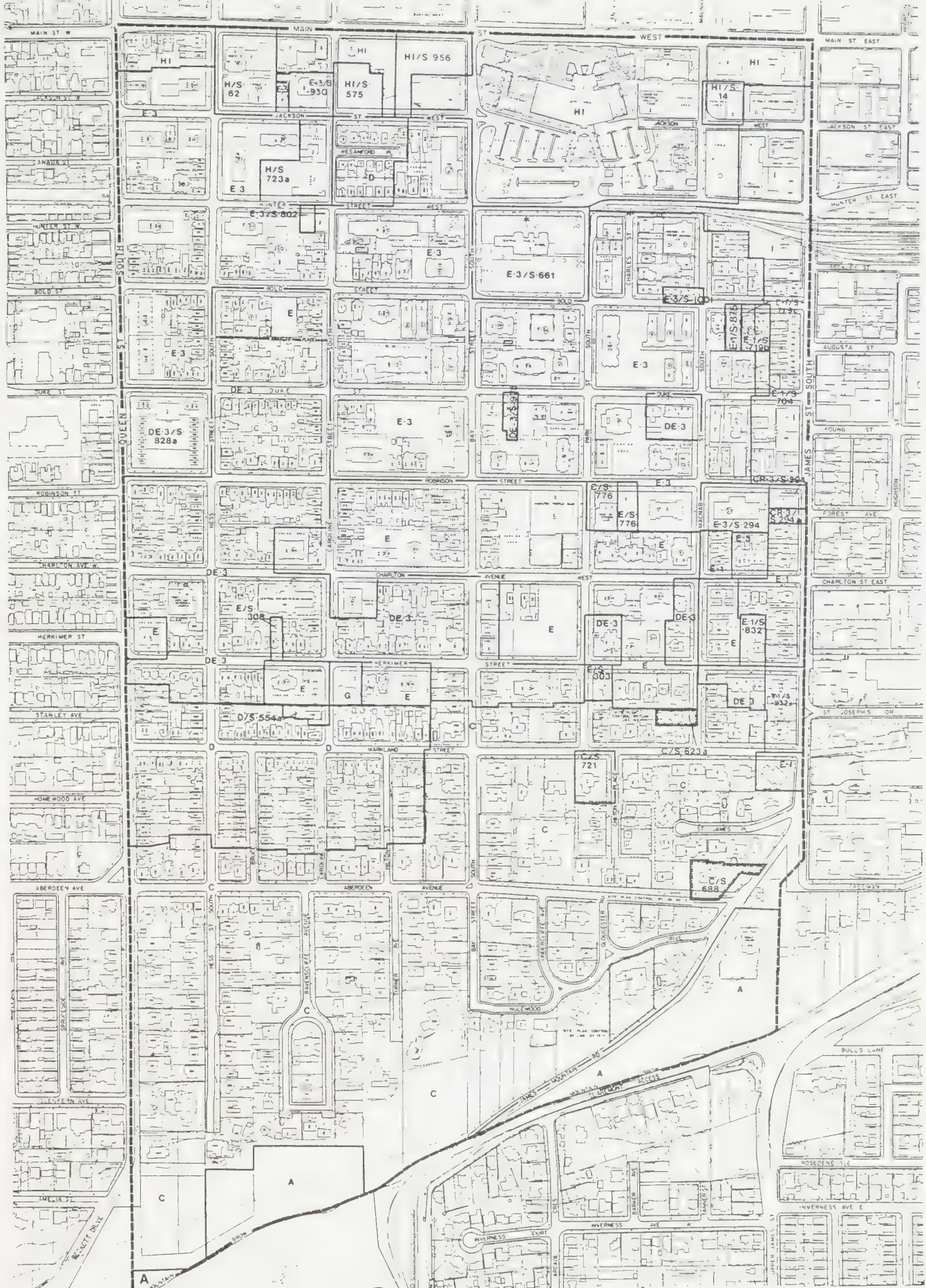
February 1971	MARCH 5, 1974
June 1971	JULY 25, 1974
February 1972	MARCH 1975
December 1972	APRIL 12, 1976
February 1973	MAY 1976
July 1973	

CITY OF HAMILTON
PLANNING DEPARTMENT

**CENTRAL
APPROVED PLAN**



SCALE IN FEET



A.10a

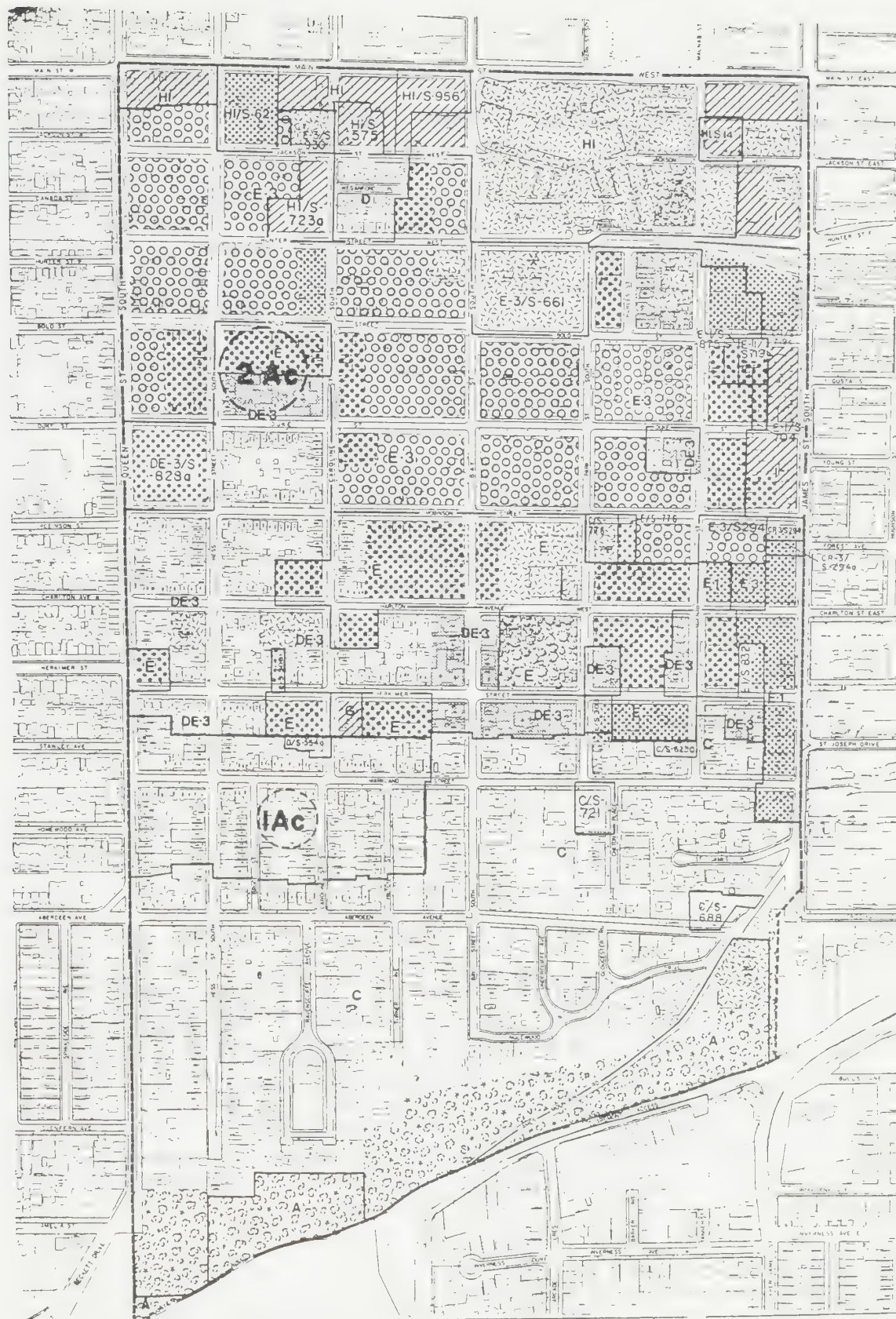
104	21	10
92	41	31
93	123	22

CITY OF HAMILTON

**DURAND
ZONING**

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For Zoning Verification Please
Contact City Building Department

A.10b



NOTE:
* SECOND FLOOR OF SCHOOL CONVERTED AND USED FOR BUSINESS AND PROFESSIONAL OFFICES - OFF-STREET PARKING PROVIDED ON PROPERTY

(Ac) PUBLIC OPEN SPACE TO BE PROVIDED IN THE VICINITY OF THE DESIGNATED SYMBOL THE PARTICULAR LOCATION OF WHICH SHALL BE DETERMINED AT SUCH TIME AS FUNDS ARE AVAILABLE FOR ACQUISITION

NOTE:

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FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH.

LAND USE

RESIDENTIAL

- single, double & attached housing
- low density apts.
- medium density apts.
- high density apts.
- commercial & apts.

COMMERCIAL

- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE

Neighbourhood Boundary
Zoning Boundary
Staging of Development Boundary

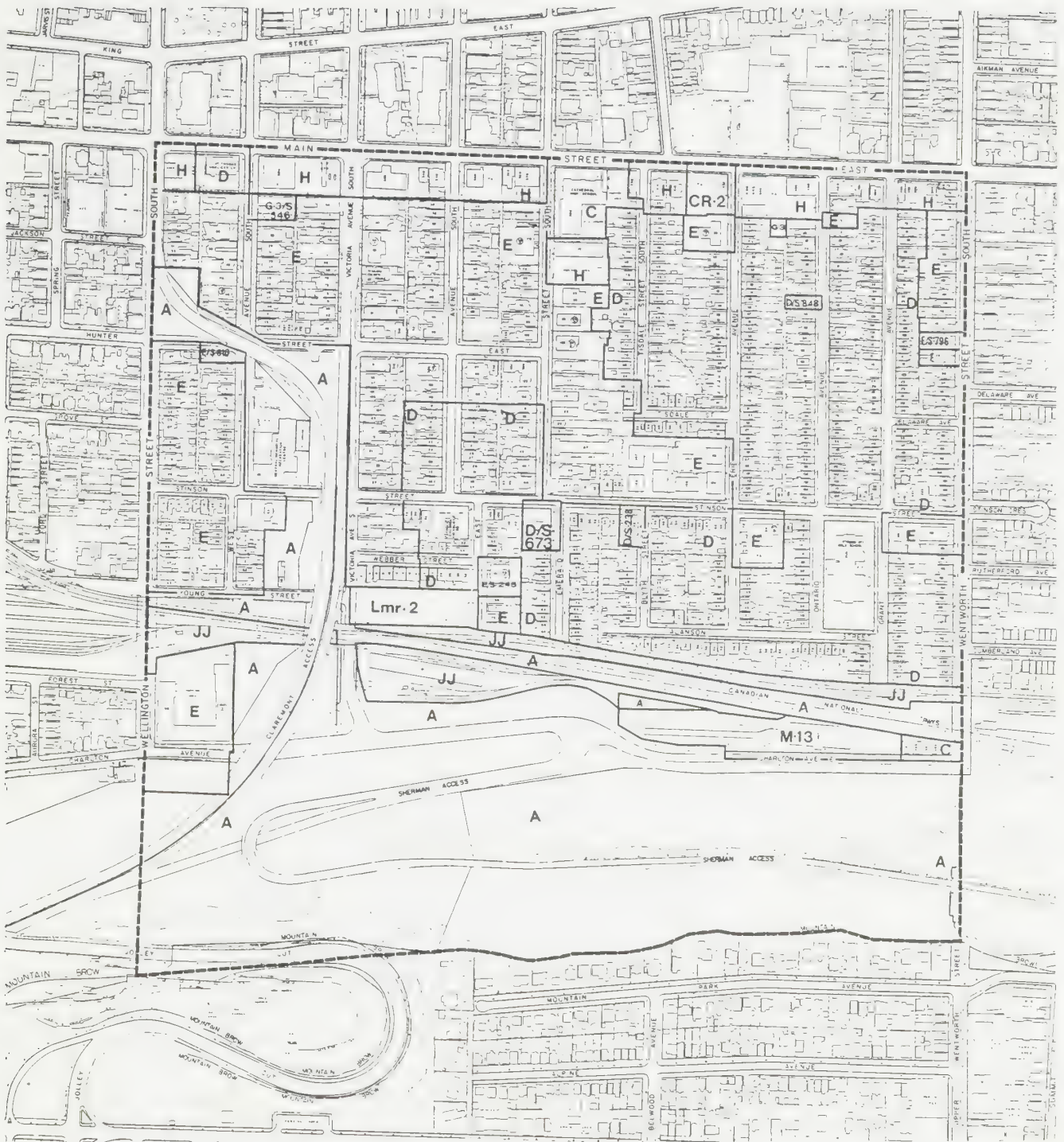
Approvals
Planning Bd. NOV16/73 Council DEC18/73
Revisions

FEBRUARY 1972	MARCH 1973
APRIL 1973	JUNE 1973
FEB 1974	MAY 1975

CITY OF HAMILTON
PLANNING DEPARTMENT

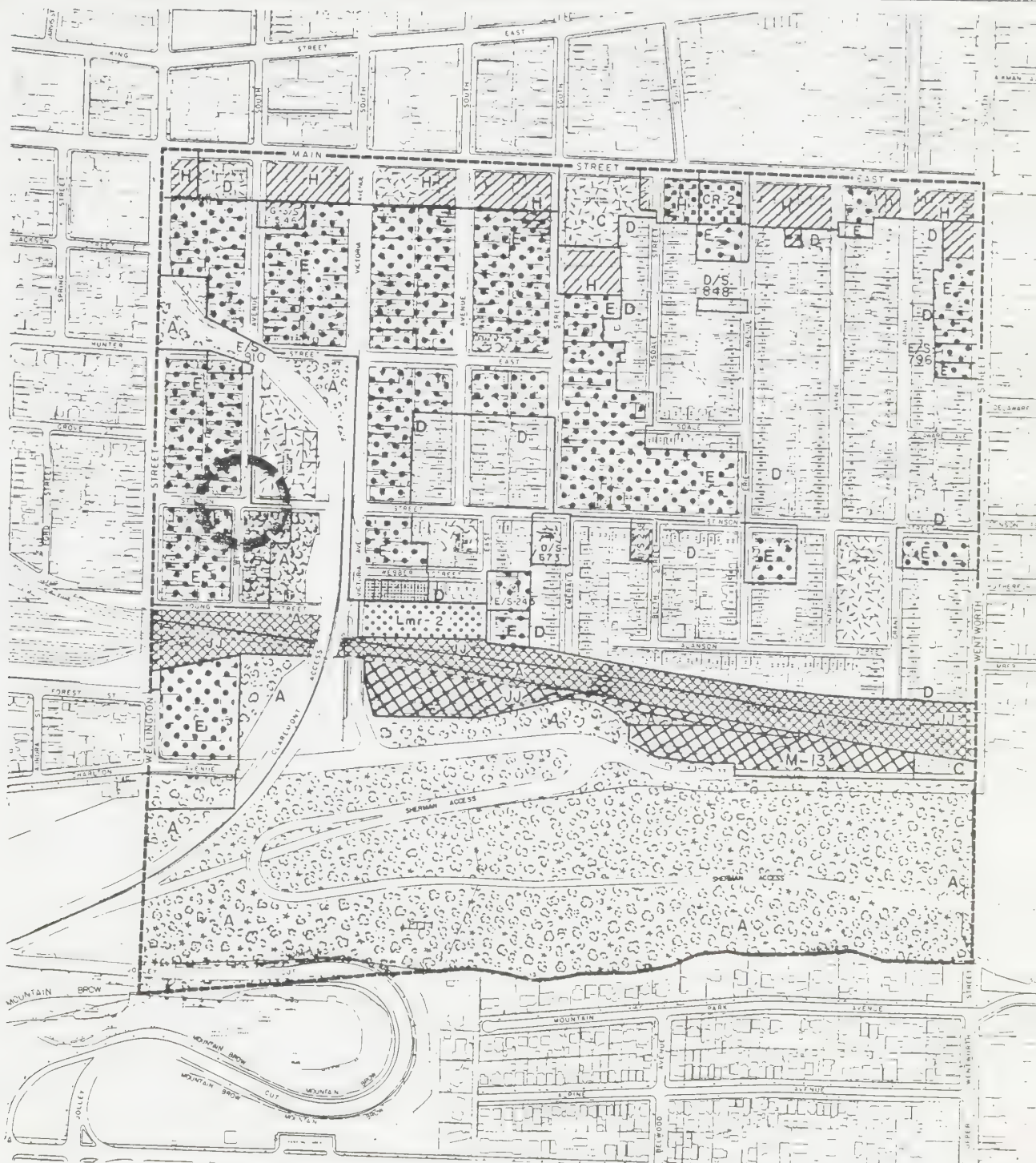
DURAND
APPROVED PLAN





A.11a

10 95 48 31 125 124 22 68 42 This is not a Legal Document For Zoning Verification Please Contact City Building Department	CITY OF HAMILTON STINSON ZONING
Neighbourhood Boundary Zoning Boundary Prepared for The City of Hamilton by the Planning and Development Department of The City of Hamilton, Ontario	SCALE 80 m PLANNING UNIT NO. 6601 June 1985 PAGE NO. 125



NOTE: THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE, FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH.



POSSIBLE LOCATION FOR FUTURE EXPANSION OF COMMUNITY RECREATION FACILITIES. (TENNIS COURTS, ARENA)

LAND USE

RESIDENTIAL

- single & double attached housing
- low density apts.
- medium density apts.

- commercial & apts.

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES

- Neighbourhood Boundary
- Zoning Boundary
- Staging of Development Boundary

Approvals
Planning Bd. FEB 12/75 Council JUNE 24/75
Revisions

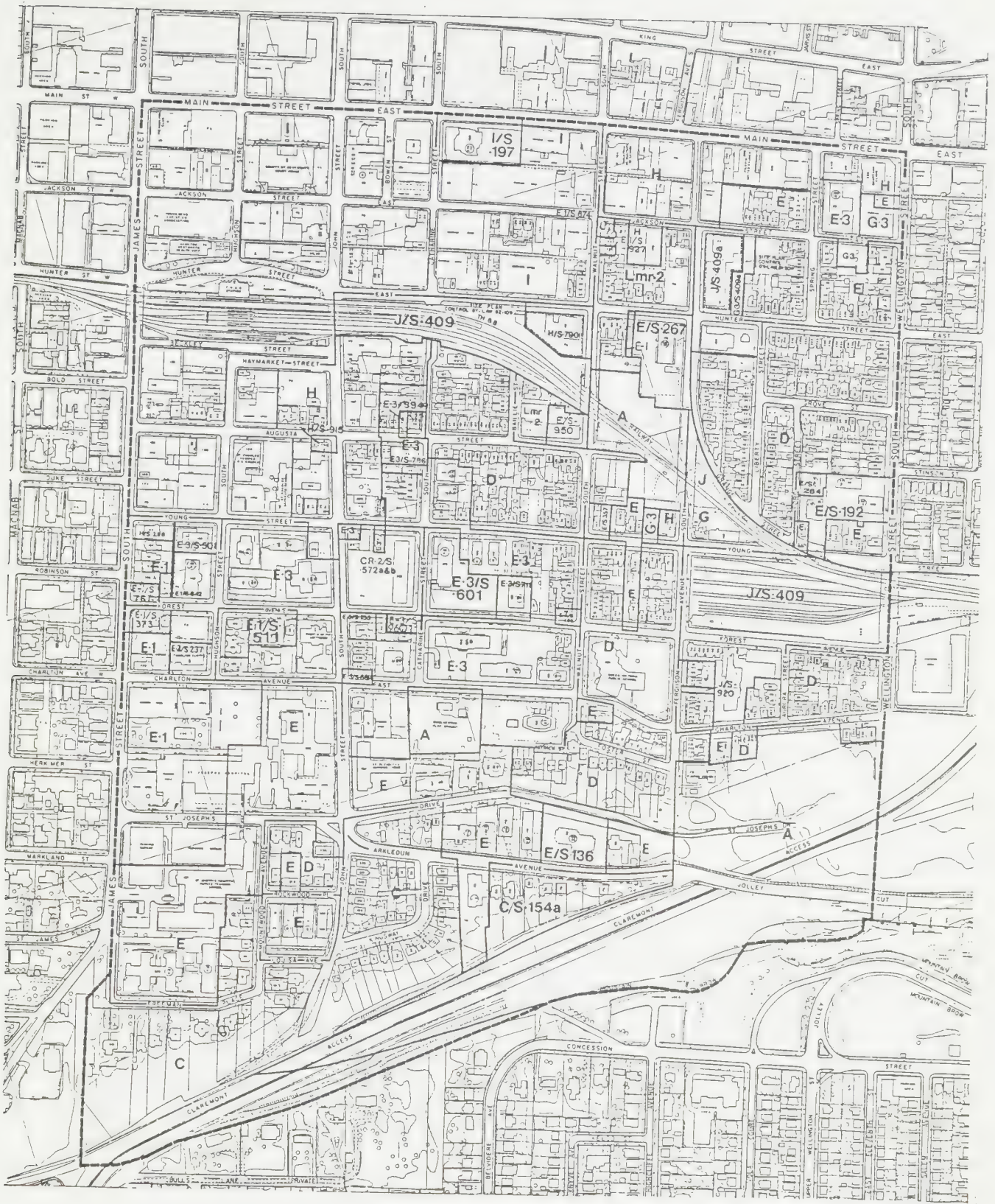
MARCH '91	
MAY '92	
NOV 10, 1972	
MAY 3, 1973	
JUNE 1975	

CITY OF HAMILTON
PLANNING DEPARTMENT

STINSON
APPROVED PLAN



0 500 1000
SCALE IN FEET



A.12a

21	10	95
41	31	125
123	22	68

CITY OF HAMILTON

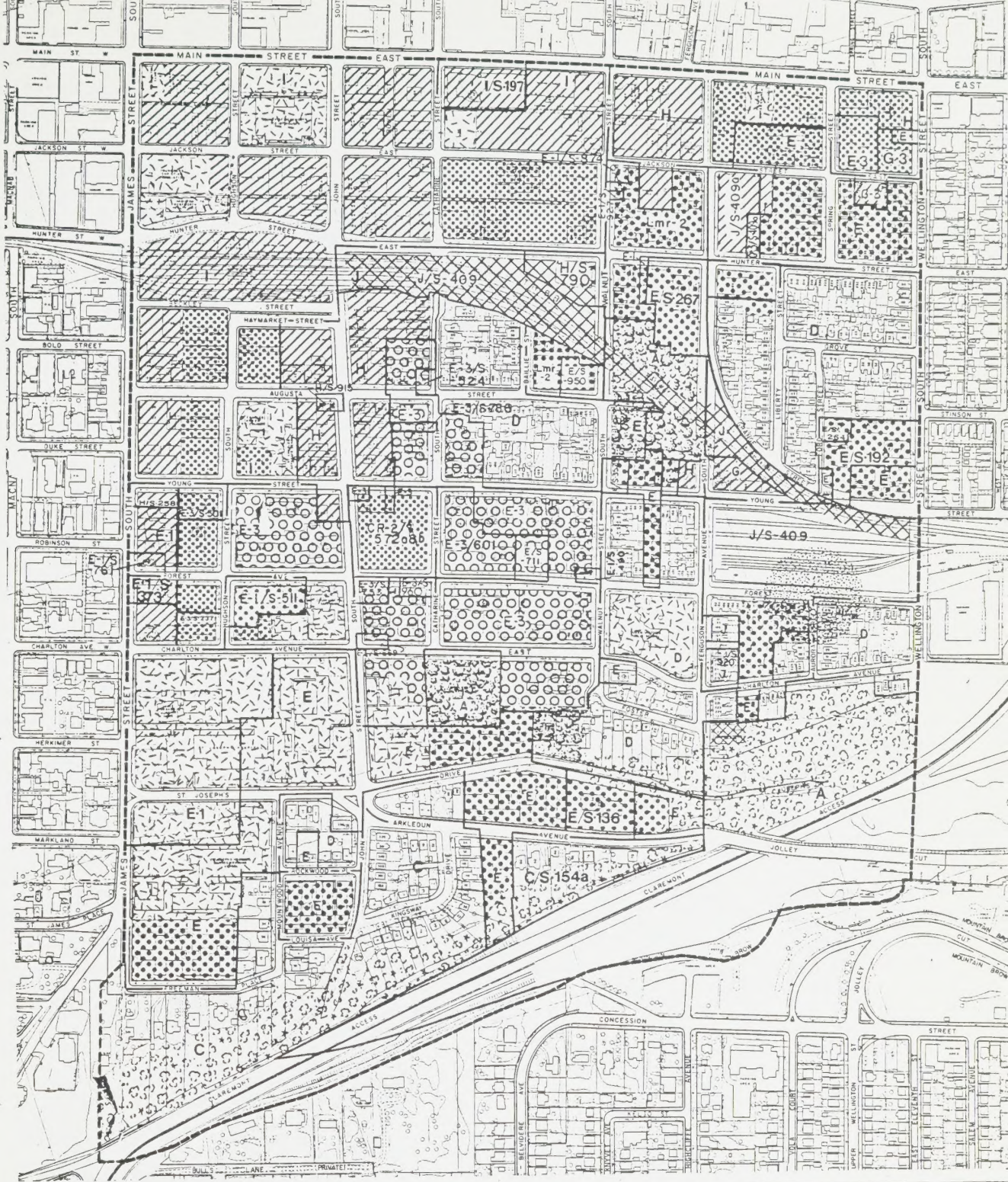
CORKTOWN

ZONING

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

Neighbourhood Boundary
Zoning Boundary

0 100 m



2 Acres of Neighbourhood
Park Open Space to be
located in this area.

NOTE:

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CONTACT THE LOCAL PLANNING
DIVISION OF THE REGIONAL
MUNICIPALITY OF HAMILTON-WENTWORTH.

LAND USE

RESIDENTIAL

single, double &
attached housing

medium density apts.
high density apts.
commercial & apts.

COMMERCIAL
INDUSTRIAL
CIVIC & INSTITUTIONAL
PARK & RECREATIONAL
OPEN SPACE
UTILITIES

Neighbourhood Boundary
Zoning Boundary
Staging of Development
Boundary

Approvals
Planning Bd. JUNE 21/73 Council NOV 23/73
Revisions

MAY 1972	JULY 25, 1974
NOV 21/72	MARCH 1975
MARCH 29, 1973	JULY 28, 1975
JUNE 1973	
JAN 2, 1974	
* FEB 12, 1974	

CITY OF HAMILTON
PLANNING DEPARTMENT

CORKTOWN
APPROVED PLAN



15286
H9004



